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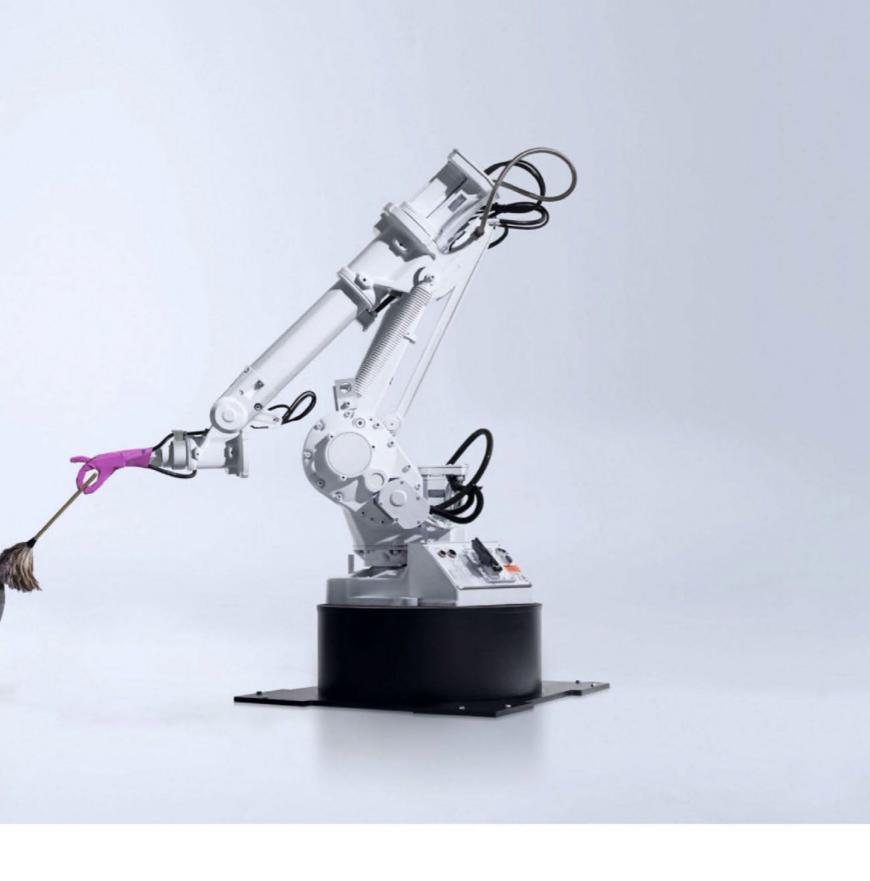




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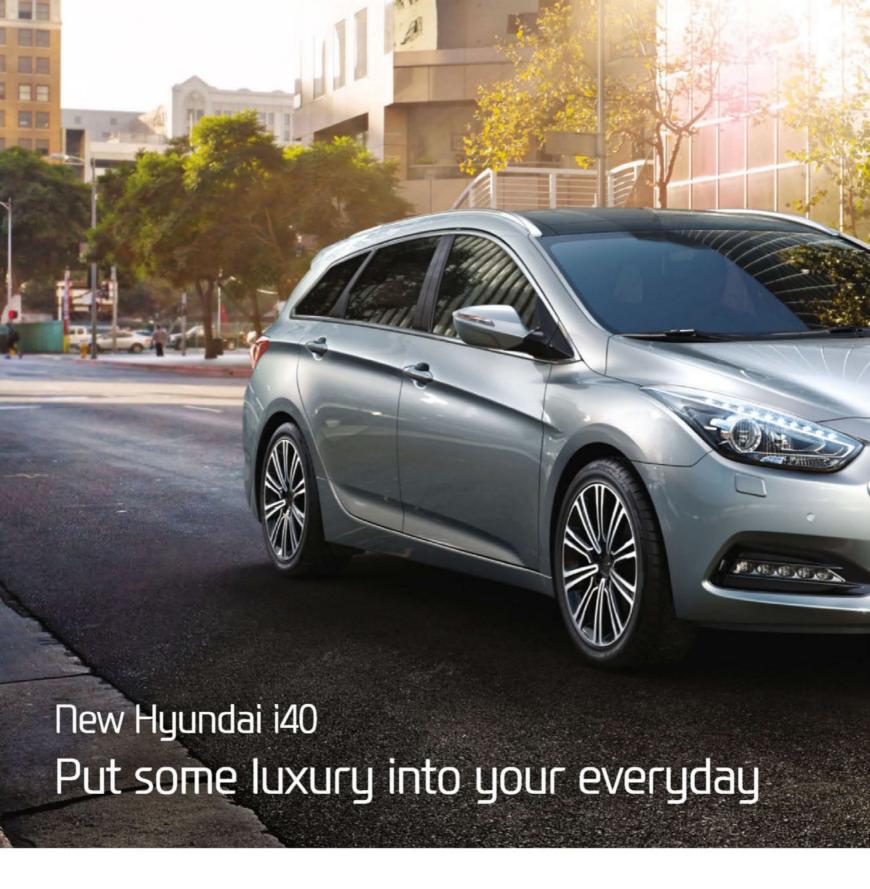
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NEW PEUGEOT 208





Piling on the miles in a diesel Jaguar XE





'Quiet and unhurried, the Vauxhall Viva's progress is agreeable and benign'





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Why the budget is no help to young drivers

TIMING IS EVERYTHING. Just days after we extolled the virtues of the British car industry in these pages last week, the Chancellor of the Exchequer took some of the air out of the balloon by announcing various tax changes that offered a mixed picture for motorists.

The merits of the reforms to the vehicle excise duty system are detailed and debated on p18, but another part of George Osborne's budget raid on drivers' wallets was an increase in tax on insurance premiums.

Industry experts reckon that this could lead to the 19.6 million of us with motor insurance each paying on average about £15 more every year.

However, younger people already grappling with higher insurance costs will be hit much harder than that, providing



a further disincentive for them to drive cars. It seems a shame that buying a first car – a right-of-passage experience for many generations – is an increasingly distant dream for today's teenagers.

RT HEAD OF CONTENT



THIS WEEK

Issue 6159 Volume 285 No 2

Established 1895

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See the new metal heading to September's show



REVIEW

BMW 3 Series

Can a facelift keep the new 3 Series on top?



BMW X1

We sample the Audi Q3 rival ahead of its debut





BLOG **Nigel Donnelly**

Is your car running on legal rubber?



VIDEO

Honda HR-V

New crossover aims to trump Nissan's Qashqai



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THIS WEFK

Newey-designed Aston will use advanced aero and lightweight tech



Aston and Newey plot

■ Aston Martin and F1 design guru Adrian Newey team up on road car project for 2017-2018

egendary Formula 1 designer Adrian Newey has joined forces with Aston Martin and begun work on an ultra-high-performance road car that will rival the likes of the McLaren P1 and LaFerrari. Although the project is still in its infancy, the car will go on sale in late 2017 or early 2018 if it reaches fruition.

The revelation follows news that Aston Martin and Red Bull Racing, Newey's current employer, are in talks about a potential partnership in Formula 1, should the race team be able to secure a supply of Mercedes-Benz power units (see separate story, overleaf).

Newey's deal is part of a partnership between Aston Martin and Red Bull

Technologies. Sources close to the deal emphasise that the partnership does not automatically mean the two sides will work together in F1, as Red Bull Racing and Red Bull Technologies are separate entities in the Red Bull empire.

However, it would most likely mean that Newey's road car project would make use of Mercedes powertrain and electronics technology being readied for the next generation of Astons, which is certain to heighten speculation about a wider link-up with Mercedes.

When contacted by Autocar about the project, an Aston Martin spokesman declined to comment on the deal, which is believed to have kicked off six months ago as Newey scaled

down his involvement in F1 in pursuit of other challenges. These include the road car project and a mooted involvement in designing top-end racing yachts in the America's Cup. A Red Bull source indicated a road car is one of several diverse projects being investigated by Newey through Red Bull Technologies.

Red Bull Racing advisor Helmut Marko also hinted that Newey and Aston Martin were working together at Silverstone during the British Grand Prix weekend. Asked about Autocar's report that Red Bull could join forces with Aston Martin in Formula 1, Marko told Speedweek.com: "There are talks with Aston Martin - but on other projects."





Newey designed Red Bull X1, also for PlayStation: 1483bhp, 545kg



hypercar

■ Tipped to use a Mercedes-Benz V8

Newey has previously designed a road car, but only as a no-holds-barred project for the PlayStation computer game. Although a pure design concept, the Red Bull X1 was said to be powered by a 1483bhp twin-turbo 3.0-litre V6 and have a top speed of 249mph. It weighed just 545kg and featured cuttingedge technology such as a development of the F1-derived idea of creating downforce via a fan on the rear of the car.

Insiders describe the embryonic project with Aston Martin as "ongoing, with no certainty of reaching fruition". However, as well as using Aston Martin's road car engineering resources, Newey is understood to have

worked with the firm's design team. This suggests that the project is well advanced and the car is likely to emphasise aerodynamic performance.

Last year the Aston Martin DP-100 was created, again principally for the Gran Turismo PlayStation game, but with a full-scale model on display at the Goodwood Festival of Speed. Short-nosed and low, the car had a cab-forward layout designed to house a V12 behind the driver and maximise aerodynamic performance.

Although Newey's proposed road car is not said to be directly influenced by the car, Aston's designers created a new design language for DP-100 that could influence the design. Called 'RaceCraft', it is >>



Newey road car would seal place in history books

AS A DESIGNER of racing cars, Adrian Newey is rivalled in history only by Colin Chapman and Gordon Murray, and even that distinguished duo is better remembered by car lovers for their road machines than their racing cars.

Chapman's road cars aren't supercars in today's parlance, but the runaway train of genius that produced the Seven, Eleven, original Elite, Elan

and Esprit will never be matched.

Twenty years later – and two decades

ago now – Murray's McLaren F1 (pictured)
deliberately set out to be "the supercar to
end all supercars" and for two decades there
was no argument that it sat at the pinnacle.

Only after the Bugatti Veyron came along was there an argument to be had – and many would still choose the F1 on the grounds of compactness, space and light weight, which in 2015 are still the emblems of modernity.

Newey understands and loves the supercar better than almost anyone. He has owned



and raced some of the very finest. For his road car, he will surely choose the Chapman-Murray route of lightness by sophisticated construction and fine aerodynamics honed by top-level racing.

His choice of power unit will be fascinating, though, and possibly controversial. Some say his ardour for F1 has cooled because he's not keen on the complexity and constraints inherent in the latest powertrains. Nor does he appreciate the over-regulation of cars and how they are raced. Road cars, by comparison, may provide not only a road to enduring fame but also to freedom.

← described by Aston designers as "combining the no-nonsense requirements of a race car with the kind of beauty and sophistication you find on a really well-crafted road car". In particular, it avoided a rear wing and aerodynamic cut-out sections of bodywork, with the designers claiming that clever channelling of the airflow did away with the need for them.

At the time of DP-100's launch, Aston Martin design director Marek Reichman said: "Many of the design cues visible on DP-100 could feed into future sports cars we'll launch in the offline world."

It's expected that Newey's car would make use of the latest generation of Mercedes V8 when it is launched in 2017-2018. There are no hints about whether it would be combined with a hybrid system to boost power and smooth the delivery of torque, but Newey's experience with F1's KERS system makes it likely.

Newey is also reported to be conscious of ensuring that the car is not conceived for outright power and top speed, in the mould of a Bugatti Veyron, but rather that it is heralded for its outright driving response and driver feedback.

Other reports about the car are conflicting. Some insiders suggest it could be a track-only machine, as with other extreme hypercars such as the Aston Martin Vulcan. However, there are suggestions that Newey wants to make it road legal so that it can be considered

as a genuine rival among the wider automotive fraternity and therefore give him an opportunity to leave a legacy akin to Gordon Murray's with the McLaren F1 road car.

One of the chief motivations for the project is said to be Newey's desire to create a car that has enduring appeal. Despite his repeated F1 world title triumphs, he is said to be acutely aware that success in motorsport is viewed as transitory, whereas successful road cars have an enduring and often appreciating appeal.

Although it could share core components with the Vulcan, it is believed that both Newey and Aston Martin are eager to keep the two projects as separate as possible.

Red Bull Technologies is based in Milton Keynes, along with the F1 team. It specialises in advanced simulation and mathematical modelling and is working with Ben Ainslie Racing on its America's Cup campaign.

Speaking at the 2015
Goodwood Festival of Speed,
Red Bull Racing boss Christian
Horner said Newey was working
on a road car project and added
that it was inevitable Red Bull
would make a production car.

He told Autocar: "It's something that Adrian is keen to do as a legacy project. At the moment, our focus is on being a Formula 1 constructor, but as we see more technology crossover with the road car market, it's something that will organically grow."

JIM HOLDER

Aston's short-lived, little-loved F1 past



ASTON MARTIN is so symbiotic with sportscar racing that its brief foray into Formula 1 is rarely recalled – hardly surprising, given how it underachieved.

Because of sportscar racing commitments, Aston's grand prix car, the DBR4/250, took at least three years to move from a germ of an idea to reality.

In fact, it was a surprise that the DBR4/250 was built at all, because during its gestation, F1 chiefs announced a major engine rule change that almost prompted Aston to abandon the whole project.

The company pressed on, but its car, with a frontmounted 2493cc straight six and suspension derived from the DB4 road car, was heavy and underpowered.

Despite a second place in the hands of Roy Salvadori in the non-championship BRDC International Trophy at Silverstone in May 1959, results in full GPs were poor and the project was canned in the middle of 1960.



Aston 'open'

ston Martin boss Andy
Palmer has confirmed
he would be open to a
deal that would bring the
brand back to Formula 1 for
the first time since the 1960s.

Autocar understands
that Aston Martin is in
talks to become a brand
partner with four-time world
championship-winning
team Red Bull Racing in
exchange for brokering a
deal for the team to run
the championship-winning
Mercedes-Benz F1 engine.

Under the deal, Mercedes, which owns 5% of Aston Martin, would be recognised as the official engine partner of Red Bull Racing, but Aston Martin would become a technical partner and have branding on the cars, most likely on the airbox and at the rear of the car.

Palmer was present at the British Grand Prix earlier this month and told Autocar sister publication Autosport: "The paddock is always full of rumours. We have to explore ways of getting Aston Martin's name known around the world and we currently use the World Endurance Championship principally to do that.

"My job is to concentrate on turning Aston Martin

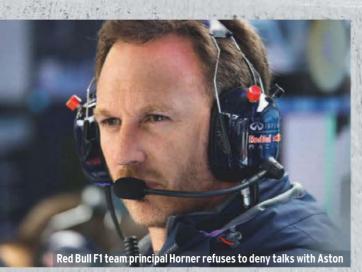
around. If something drops into our lap and if suddenly those stars align, would I consider it? Yes."

Reports have suggested that senior Mercedes board members are eager to run more customer teams to offset the costs of its investment in F1. Because Mercedes does not consider Aston Martin to be a rival for road car sales, despite their strategic partnership, it is viewed as an ideal partner for the project.

When asked ahead of the recent British Grand Prix about his thoughts on a potential deal, Mercedes F1



to F1 deal with Red Bull



boss Toto Wolff said: "We must be open-minded. Our number one objective is to win the world championship. At the moment, I would say I cannot see a situation of us supplying an engine to our number one enemy. But maybe we need to recalibrate who our number one enemy is tomorrow and next year."

Although Wolff maintained that no talks have yet started, he said the door was open. ""Nothing has been started," he said, "but you need to consider all the options. I'm leaving the door open."

Red Bull Racing has a contract to compete with

Renault engines until the end of next year, but the championship-winning relationship has soured over the past 18 months as the French firm has struggled to match the pace of Mercedes.

Red Bull team principal
Christian Horner refused
to dismiss the prospect of a
Mercedes tie-in in the future.
"The fact is we have a contract
with Infiniti and Renault until
the end of 2016," he said.
"Anything beyond that is
pure speculation. Last week
it was Ferrari, this week it's
Aston Martin, next week it
will probably be Honda or
Lamborghini.

"We have a contract and commitment with Infiniti, a very good relationship with Infiniti, and anything beyond the end of 2016 is purely speculative."

Speculation has also linked Aston Martin to a sponsorship deal with Mercedes-powered teams Williams and Force India. However, a Red Bull deal is said to be the company's preferred option.

Asked whether he had at least spoken to Aston Martin about a deal, Horner again declined the opportunity to quash speculation. "I speak to lots of people," he said.

JIM HOLDER



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New tech will increase the self-driving ability of Merc's next exec car and allow parking by smartphone

ercedes-Benz says it will "take a further major step along the road to accident-free and autonomous driving" when the all-new E-Class is launched next year.

The company will launch a number of new technologies on the upcoming E-Class as part of a driver assistance package that will include semi-automated driving on motorways, main roads and city streets.

The new E-Class is equipped with an array of sensors, including ultrasonic and radar sensors, a forward-facing stereo camera and side and rear cameras, which give a 360deg view. The radar sensors can help detect an approaching vehicle that may be unseen by the driver.

The E-Class will also be available with Mercedes' new LED headlights, which use 84 individual lighting units. This allows the forward beam patterns of the headlights to be shaped with extreme precision to avoid dazzling other drivers.

The Intelligent Drive package is designed to keep the E-Class the correct distance from the vehicle in front on motorways and country roads and it can automatically follow them at any speed up to 124mph.

The new system can relieve the driver of the need to operate the brake or accelerator and will even deliver steering assistance. The car will also automatically adjust its speed using a combination of the intelligent cruise control and the car's cameras, which read the roadside speed limits signs.

Mercedes claims Active
Brake Assist will warn the
driver of imminent crash
situations, providing the right
level of braking assistance. It
says the technology can detect
slower-moving vehicles and
stationary vehicles, traffic at
junctions, the back of traffic
jams and even pedestrians.

Another option on the

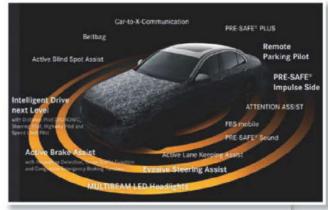
new E-Class will be Evasive
Steering Assist. This works
with the car's pedestrian
detection abilities and will add a
"precisely calculated" amount
of assistance so the car can
steer around a pedestrian and
it will then help to correct the
direction of the car as it passes
the pedestrian.

It will be possible to remotely park the vehicle, too, using a smartphone. The driver can shuttle the car backwards and forwards into a tight parking space as well as being able to remotely steer the vehicle enough to avoid obstacles in a domestic garage, for example.

Using existing tech embedded in many smartphones, Mercedes will make it possible to use the driver's phone as a vehicle key. 'Car-to-X' communication is also offered on the E-Class, using Daimler's cloud server to inform vehicles of road information transmitted by nearby vehicles.

HILTON HOLLOWAY





"SAFETY, COMFORT AND stress relief are becoming increasingly intertwined," Mercedes said at the sneak preview of the new E-Class.

The company said the new driving assistance package is designed to "provide stress relief during normal driving". It will do this by "detecting, warning and intervening where danger is detected". The ultimate aim is to "prevent or reduce the severity of accidents".

Sure, the E-Class is primarily an executive conveyance, but this emphasis on wellbeing in its widest sense shows how car makers are finally acknowledging that premium car buyers are not in the first flush of youth. That, and the fact that business people the world over have similar time-poor and high-stress lifestyles.

There's a convergence in global taste in the executive car market. And perhaps it's Chinese tastes that have pulled executive cars like this E-Class back towards their original mission statement: covering miles with the minimum of stress.







Alfa SUVs here by 2018

Alfa Romeo's revival to be bolstered by all-new BMW X3 and X5-rivalling SUVs

ork is under way on the smaller of Alfa Romeo's two new SUV models, with early test mules already on the streets of Italy.

At last month's unveiling of the new Alfa Giulia, Fiat Chrysler Automobiles boss Sergio Marchionne revealed his ambitious seven-model plan for the revival of the brand between 2016 and 2018, including two "utility vehicles".

The two SUVs are expected to be the equivalent of BMW's

X3 and X5 respectively in terms of size and market positioning.

The larger model is expected to be twinned with Maserati's upcoming Levante, although the Alfa will get its own exterior and interior design.

Alfa's smaller SUV will be twinned with the upcoming Fiat and Jeep medium-size SUVs. The Alfa version will use the same basic structure but is expected to get its own range of engines and transmissions.

The engineering mule seen

here is a heavily modified Fiat 500L, but it's thought to be a test bed for those powertrains.

The mule's extended rear overhang is necessary to accommodate the production Alfa's exhaust system. It also gives a good clue as to the size of the final car, which is not expected until 2017.

Little news has emerged about Alfa's new engine lineup aside from the availability of a new Ferrari-developed V6 already earmarked for the Quadrifoglio performance version of the new Giulia. However, the Quadrifoglio version of the small SUV is expected to get the latest version of the turbocharged four-cylinder 1750 TBi engine used in the Alfa 4C sports car.

Currently this engine develops 237bhp and 250lb ft. The updated unit is expected to better these figures while also improving fuel economy and cutting CO₂ emissions.

HILTON HOLLOWAY

Cadillac plots another European push

CADILLAC IS SET to offer a full model line-up in Europe, according to GM president Dan Ammann, including "diesel and right-hand drive".

Ammann said Cadillac is mulling over a new approach to its European business that will attempt to take advantage of the fact that it is a niche brand by offering "exceptional service".

Ammann also confirmed that the rumoured new flagship model is on its way. The model will sit above the recently revealed CT6, which competes with the BMW

7 Series and Mercedes-Benz S-Class, and is believed to be a larger saloon.

The company is also in the throes of launching a more powerful version of its highperformance CTS-V saloon.

Cadillac currently has a nominal presence in the UK, with one outlet in Surrey. That single dealer sells the ATS, CTS, SRX and Escalade model ranges, but all are lefthand drive only and without diesel options.

However, the brand is trying to rekindle impetus in its home market and



establish itself as a business separate from the rest of General Motors before it further asserts itself in the UK. The high-tech CT6 is the beginning of a regeneration process that is designed to turn today's slow-selling range into appealing and capable products.

MORE THAN TWO-thirds of customers for BMW's 2 Series Active Tourer are new or returning to the brand, with only a third of buyers owning another BMW at the time they buy the new MPV, according to the firm.

LOTUS WANTS TO be the first car manufacturer to set a new lap record at the Nürburgring under the circuit's new speed restrictions. Speed limits on $sections \, \hat{ofthetrack} \, mean$ the outright lap record for road-legal cars of 6min 48sec, set by the Radical SR8 LM, may never be beaten, but Lotus plans to set the new benchmark. A record run with its new 3-Eleven model is expected next month.



HYUNDAI'S ABILITY TO control discounting better than some mainstream rivals is down to its factories running at between 90% and 100% of capacity globally, meaning it is under no pressure to offer discounts in order to shift excess stock. "There are amazing amounts of self-registration from some car companies," said an insider. "Every day I count my blessings that we don't have to be involved. It undermines everything you want to do."

AROUND 20% OF new Volvo XC90s bought in the UK so far have been plug-in hybrid models - smashing internal predictions that they would account for just 3-5% of sales. The growth in awareness of the benefits of plug-in hybrid technology is credited with the increased demand.

THE 'AVERAGE' CAR on the road in the UK is a 7.7-year-old silver supermini, according to the Society of Motor Manufacturers and Traders.

VW READIES TIGUAN CONCEPT

Volkswagen's second-generation Tiguan will be previewed by a concept at the Frankfurt show in September before the production car's reveal at either the Detroit show in January or Geneva in March. It will come in five and seven-seat forms.



RUGGED LOOKS FOR RAPID

Skoda has launched a more ruggedly styled version of the Rapid Spaceback called the ScoutLine. It doesn't get the added off-road ability of Skoda's full Scout models, though. It's on sale in Europe but won't come to the UK.



Major new overhaul for road tax system

Budget announced big changes to VED, as well as a rise in insurance tax and a consultation on MOT test exemption

hancellor George Osborne announced several major changes for the automotive industry in the 2015 summer Budget – and the road tax system is set for the biggest overhaul.

The current Vehicle Excise Duty (VED) system is being largely scrapped from 2017 in favour of a three-band system under which cars will be classified as Zero Emission, Standard and Premium.

Only cars that emit Og/km – just electric vehicles for now – will pay nothing.

All other cars will pay £140, apart from cars that cost more than £40,000, which will be subject to a £310 extra charge, meaning a £450 annual road tax payment for most such cars. This extra charge applies even to cars that emit Og/km, such as the Tesla Model S, which will have a £310 tax bill.

There are still 13 tax bands for the first year of a car's life, with those that emit less CO₂ paying less tax. Cars emitting 1-50g/km will pay just £10 and those that emit more than 255g/km will pay £2000.

The changes have prompted a mixed reaction from the UK car industry. Mike Hawes, chief executive of the Society of Motor Manufacturers and Traders (SMMT) said: "We were surprised about the changes to VED. Not in that we didn't recognise the system needed to change. Two-thirds of new car purchases don't pay VED and that needed to change."

He voiced concern at the impact on non-electric low-emission cars: "Sales of plug-in hybrids grew 520% in the first half of this year. It threatens the support for those vehicles."

The Premium tax was slammed by Jaguar Land

Rover, which said: "Placing a tax on vehicles over £40,000 sends a very negative signal to the UK's premium automotive industry. The UK should be proud of its premium car manufacturers, which support huge numbers of jobs and investment, not specifically penalise it."

Meanwhile, Mitsubishi, which has had a surge in sales of its plug-in hybrid Outlander PHEV, is less fazed by the revamp. It said: "We wouldn't expect the changes to affect PHEV. There are a lot of other incentives in terms of economy and cost of running the vehicle."

The AA thinks motorists will make buying decisions based on the changes, though. It said: "If you are prepared to take the first-year hit, people will ask what the benefit is of going for a car in the A, B or C bands. If you pay a premium in the first year, you can have something that emits more CO₂."

Osborne also announced that all VED revenue would go towards maintaining and building roads, in a so-called Road Fund. There will also be a consultation on extending a new car's exemption from the MOT test from three years to four. In addition, insurance premiums look set to rise, because insurance premium tax will go up from 6.5% to 9% from November.

TOM WEBSTER





Are these changes the right approach?



There's a big problem with 'green taxes'

Back in the noughties, such taxes were seen as the best way to change behaviour.

The London congestion charge and CO₂-based car taxation were both acclaimed as successful green taxes. Of course, the problem is that if green taxes do change behaviour, this also means the amount of tax raised will drop sharply.

The government's own projections showed that the money raised from VED

was about to crash from £4.4 billion per year to less than £3bn by 2020-2021.

With the UK still borrowing ten of billions of pounds each year, the chancellor's reforms were inevitable.

However, the upside is that, by 2020, the money raised from (what can now be properly called) road tax will be ring-fenced for the first time since 1937 and used only to maintain and build roads.

Motoring is not cheap, but at least we're going to get some improvement to the shattered roads for our cash. HILTON HOLLOWAY





DS plans six-prong attack

THE DS BRAND aims to establish itself in the premium car market by 2020. It plans to do so by building its reputation with a six-strong model line-up that focuses on avantgarde design, technology, refinement and dynamic capability.

The firm plans to launch three revised cars by 2017, with a further five nextgeneration models on sale by 2020. Ultimately, the line-up is expected to include a large SUV, a small SUV, three saloons and a replacement for the successful DS3 hatchback.

The future of DS styling was shown by the DS Divine concept revealed late last year. Company boss Yves Bonnefont has described the firm's approach to design as "sensual and remarkable. with the opportunity for

personalisation". As such, he hopes DS cars will have more expressive styling than their German rivals, and the interiors in particular will reflect France's reputation for high-end fashion.

Bonnefont also believes DS must become the technological leader for the PSA Peugeot Citroën brand. It will be the first to have a plug-in hybrid powertrain and will showcase connected car technology.

He said: "Our cars must be born modern - with a link to the user's wider world available immediately and with no legacy technology that holds them back." He also believes technology will offer the chance to change established design cultures imminently, especially around headlight design.

As for refinement, Bonnefont has set a target of "faultless quality" throughout all DS vehicles, as well as incorporating his wish to use new materials, including stone layers to finish the dashboard and more intricate materials in dashboard and door linings, as seen on the Divine.

Bonnefont has also set his team the task of creating cars that are dynamically pleasing along the lines of GT models now but provide "hyper-comfort" for those on board.

He believes an innovative suspension system under development will help the firm to leapfrog rivals, as well as evoking memories of the original DS's hydropneumatic, self-levelling and variable ground clearance technology. "We want to be known for cars that are relaxed and comfortable," he said. **JIM HOLDER**

The chancellor has decided that one of the chief motivators for

buying a low-emissions car will be swept away. He has done so without consulting a car industry that has invested heavily in meeting ever more stringent targets and he has also set a different standard from that of the rest of Europe.

Why he has done so is less clear. He could have moved the VED CO₂ bands down, encouraging buvers to look at ever more efficient cars while keeping the coffers topped up.

What we're now facing is an inconsistent set of legislation that rewards low emissions in some cases (company car tax, for instance) but not others. All the while, he has extended punitive taxes to cars costing more than £40k - while de-incentivising their makers from developing the innovative low-emissions technology that they have traditionally pioneered.

The budget seems to have delivered a set of regulations that are confusing to the motorist and damaging to the industry's progress with lowemissions technology. **JIM HOLDER**

Driving the DS Divine

LIKE ALL CONCEPT cars. the DS Divine creaks and clanks as it moves, and it is limited to 30mph. But what's fascinating as we drive along is how several

DS values start to ring true.

The enveloping dashboard feels cosseting, the highly designed starter button feels special and the interior trim, while



exaggerated beyond any production reality, feels upmarket and different from anything else.

This is a cabin with a truly special ambience. It makes you, the driver, feel that the car is built around you and that the car is very special.

The proof will be in how DS takes this handbuilt one-off into production and how many of its concept flourishes actually make it. But the Divine does prove that there are highly appealing visions of premium that don't follow the Germanic mould.



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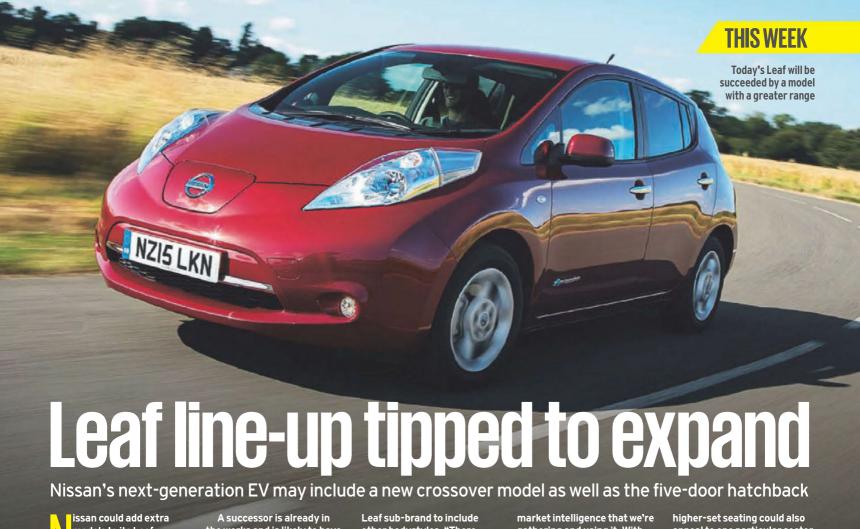


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issan could add extra models to its Leaf line-up when the next generation of its electric vehicle arrives, according to a senior official.

The Sunderland-built hatchback has notched up more than 10,000 UK sales since it was introduced in 2011. However, its global figure is still some way short of the initial projections from Nissan chief Carlos Ghosn.

A successor is already in the works and is likely to have a much-improved battery life as Nissan attempts to quell the range anxiety still suffered by many potential customers.

The next Leaf is likely to stick to the current car's format of a five-door hatchback on a bespoke platform. However, Nissan executive vice-president Trevor Mann believes there could be room to expand the

Leaf sub-brand to include other bodystyles. "There could be more than one Leaf," he said. "We've always said it needn't be one car.

"We've got the NV200 electric, too, now, but obviously we're still studying other opportunities. What we've got to do is to make sure the market is right. We want to make sure that when we do the next one or we expand the line-up, we're really taking the

market intelligence that we're gathering and using it. With our customer base, we have an enormous amount of feedback that we can recycle into what we do in the future."

Mann declined to comment on how Nissan could expand the Leaf range. However, the firm has enjoyed considerable success with its Juke and Qashqai crossovers, and this seems most likely to be the bodystyle chosen. Its higher-set seating could also appeal to one particular sector of Leaf owners: older buyers who use their cars almost exclusively for local journeys.

No timeframe has
been given for the Leaf
replacement, although Mann
hinted that it could be different
from the usual seven-year
model cycle. "The product
life could change slightly
because it's an EV," he said.
JOHN McILROY

Quality boost for bigger next-generation Micra



THE NEXT GENERATION of the Nissan Micra will aim to win back customers with much-improved interior quality, according to the firm's executive vice-president, Trevor Mann.

The current Micra has suffered because of poor perceived quality. However, Mann believes its successor – due next year and based heavily on the Sway concept from this year's Geneva motor show – will be more worthy of the Micra name.

Although he said production of the car could, in theory, return to Nissan's UK plant in Sunderland, he defended its current hase in India

"I don't think you can blame India for the perception of quality," he said. "You've got to blame the people who defined the product. The Micra's not like that because it's made in India. We have listened to feedback and I think you will see a big difference [in the next one].

"As for Sunderland, it was always a plant that was

designed to be flexible. And it can make Micra. The debate is whether it can make it and make sense."

Mann also said the Micra was likely to grow for its next incarnation – and this could open up room for a new, smaller Nissan city car.

"It's always a possibility," he said, "but I think if you look at that segment, there are still not huge volumes in Europe. It's something that we will continue to study to see if there are opportunities."

NEW JUKE TO RETAIN ITS ROOTS

The next Nissan Juke will resist the baby crossover market's push upmarket. Rivals have gone beyond £20k, but Nissan executive vice-president Trevor Mann said: "We're keen to avoid too much crossover with the Qashqai on pricing."



PULSAR NISMO DUE SEPTEMBER

The production version of the Nissan Pulsar Nismo hot hatch is expected at the Frankfurt show in September, a year after a concept was shown at Paris. It's tipped to be offered in two states of tune: around 240bhp and 275bhp.





F12 Speciale to shed 200kg

Big weight reduction and power boost to 760bhp for hardcore version of Ferrari's V12 super-coupé

errari is believed to be putting the finishing touches to a lightweight Speciale version of its F12 flagship, to be unveiled possibly as early as the Geneva motor show next March. It is thought not to be a limitededition model but a full-scale production car like the 458 Speciale. The standard F12 Berlinetta will continue in production alongside it.

The F12 Speciale is

understood to weigh up to 200kg less than the standard car (at about 1430kg) and the power output of its 6.2-litre V12 engine has increased from 730bhp to 760bhp.

If that is the case, this will elevate its power-to-weight ratio from 447bhp per tonne to 531bhp per tonne. That would not only give it clear bragging rights over its closest rival, the Lamborghini Aventador LP750-4 Superveloce (485bhp per tonne), but would also put its performance on a par with that of the Porsche 918 Spyder hypercar. Expect a traction-limited O-62mph time of 3.0sec or less, although the 211mph top speed of the current F12 may actually be reduced due to increased drag resulting from the extreme aerodynamics package with which the car is believed to be equipped.

It is not yet clear what

measures Ferrari has taken to remove so much weight from the F12 – more than double the 95kg saved in turning the 458 Italia into the 458 Speciale. But expect every area to have contributed, with lightweight body panels, thinner or Perspex windows and ultralightweight wheels.

Expect the interior to be stripped of all but the essentials, including carpets, sound deadening and sat-nav, although most of the deleted items are likely to remain on the options list, so that those who want to travel in relative comfort in their F12 Speciale can do so.

The F12 Speciale will receive a unique tune for its suspension and steering, as well as optimised safety and stability systems designed to make the car as adept on a circuit as on the road.

The F12 Speciale is likely

Bentley faces choice: sports car or smaller SUV



BENTLEY IS WEIGHING up a two-seat sports car against a 'one-size smaller' luxury SUV as the next addition to its model range.

A deep-dive global market research project, under the guidance of Bentley sales and marketing boss Kevin Rose, is looking closely at the business case for each car. A decision is expected in 2016-2017.

"We can't do both at the same time, because Bentley is still a small company and our resources are stretched," said Bentley boss Wolfgang Dürheimer. "We are doing the studies for both and then we will decide on the fifth model.

"We have to see if we now need an SUV one size smaller than the new Bentayga."

Bentley had been expected to use the EXP 10 Speed 6 sports car concept, revealed at the Geneva motor show in March, as the basis for its fifth model: a £180,000 two-seater to battle the Aston Martin Vanquish.

However, at the Shanghai motor show in April, Bentley raised the possibility of adding a new compact SUV, priced below the forthcoming £140,000 Bentayga.

To put clear space between the Speed 6 and Bentley's Continental GT 2+2, Dürheimer said the two cars would have very different characters.

"We have asked our customers and they have said about the Speed 6, 'Just build it'," said Dürheimer. "They see a big difference in the two models."

Neither would the introduction of the Speed 6 force Bentley to change the next-generation Continental GT, for example by making the rear cabin bigger and more practical.

"There is often pressure to make more space inside for bigger passengers," said Dürheimer. "But we are very clear the Flying Spur is for that market. The next Continental will stay the same."



There is no word on price, but given that the F12
Berlinetta has a list price of £240,083 and that the 458
Speciale is a good £30,000 more than the standard
458 Italia, it is unlikely that buyers will receive much change from £300,000. But for a car that promises to be in the same performance bracket as the £781,000
918 Spyder, some may well see it as a bargain.



F-Type gets hotter

THE FIRST FULL prototype versions of the Jaguar F-Type SVR have been caught testing at the Nürburgring ahead of the car's launch later this year.

last normally aspirated,

Ferrari to go on sale. Both

of Ferrari's V8 models - the

California T and 488 GTB -

are now turbocharged, while

Maranello has stated clearly

that future V12 models will be

harnessed to electric motors,

like the powertrain in the

firm's LaFerrari hypercar.

non-hybrid production

The all-wheel-drive SVR will be the performance flagship of the F-Type range. It will be offered initially as

a coupé only, with power coming from an uprated, 567bhp version of the F-Type R's supercharged 5.0-litre V8 engine. This leaves room for an even more extreme F-Type in the future, as 600bhp is understood to be achievable from the engine.

Tester's Notes Matt Prior



hen wizened former road testers see the modern data logging equipment we use to test cars, they're prone to stroking their beards and telling us how easy we have it. I won't admit it to them, dear reader, but I will to you: sometimes they have a point.

There was a time when obtaining road test performance figures was a bit of a faff, mostly because of the equipment involved. Early road tests needed force gauges to test handbrakes; there were margins for error when calculating acceleration using the rev counter and a stopwatch, and when somebody eventually invented a way to accurately measure road speed and log the data, things didn't get much easier.

Have you heard of a fifth wheel? It was, as its name suggests, a wheel attached to a bumper or bodywork, rolling at road speed. Sensors worked out how fast that was and gave a

One day I'll trip over a broken fifth wheel that has been lying in the undergrowth for decades

road tester the right numbers, as long as the wheel didn't fall off.

Often it did. I've never used a fifth wheel but am confident one day I'll trip over a broken one that has been lying in the undergrowth beside a test track for decades, thrown there by a despondent road tester.

Later optical sensors were, apparently, better. Stick one of these to the side of the car and it'd shine a light to the ground, somehow – magic, possibly – knowing how fast the road beneath it was travelling, as long as it wasn't too bright, or too dark, or too wet, or the ground too broken...

So, no, when I joined Autocar a decade ago and we were already using a GPS positioning system called a Vbox, I didn't know how easy I had it. There was the box itself, an antenna for it (when we hadn't broken it), a 12V power lead (or a battery) and a digital speed readout (when we hadn't broken that lead too). Into the Vbox we plugged a memory card that would record everywhere we went within a few centimetres. Then we'd download the data afterwards. Luxury.

I have a confession, though: yesterday, it got even better. Yesterday I bought an even smaller device that I will soon try to smuggle through my expenses. It's called a Vbox Sport and does everything that our old unit did, only better. It's quicker to see satellites, it's so small that it doesn't require a case that makes you look like a bomb disposal expert and, best of all, it talks to a smartphone app so you can see, live, a legion of data that means we no longer have to stop to check, say, acceleration or lap times. So, yeah, I'm afraid, former staff, that life has become easier still for today's Autocar testers. Still, look on the bright side: you may have had to deal with a fifth wheel, but you never had to read the comments about your work on YouTube.



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A Week In Cars

Steve Cropley



MONDAY

If it's confirmed that Adrian Newey, the world's greatest race car designer, is working on a road car intended to secure his legacy the way the McLaren F1 has for Gordon Murray, a fundamental question arises: what kind of car should it be? The presumption is that Newey should create a kind of ultraaerodynamic, ultra-light, racederived supercar, given that his formidable expertise goes in those directions.

Trouble is, the gaps in the supercar market were filled decades ago. When the McLaren F1 was new, there was 'white space' available that allowed it a different mission from the rest. But what do you do this time? Performance isn't the answer; the Bugatti Veyron and the near-1000bhp hybrid trio from McLaren, Porsche and Ferrari have so elevated top speeds and slashed acceleration times that making something faster seems fatuous. Neither does it make much sense to make the new Newey GT ultraexpensive; these days literally hundreds of classic cars, their reputations already set in stone, have the potential to outprice anything new. Exceptional styling is not the way, either; Newey is an engineer, not a

The people who make ordinary cars — Peugeot, Renault, Ford, Hyundai — are overdue a leg-up

colouring-in type. Like I say, finding a unique mission for this car is going to be the key. I can't wait to hear what it is.

TUESDAY

For the life of me, I don't understand people getting exercised about the recent budgetary stipulation that cars over £40,000 will attract a

And another thing...

payment of about £6 per week in 'premium' road tax. Can't help thinking that the people who make ordinary cars - the Peugeots, Renaults, Fords and Hyundais of this world - are overdue a leg-up. In my book, they usually build cars that are pretty damned close to BMW, Jaguar & Co in capability and ability to engage a driver, yet because the market says they lack badge appeal, they're required to charge 30% less. The new tax makes a tiny difference to a big imbalance.

WEDNESDAY

Spent the day floating back and forth from the Cotswolds to the New Forest in the Range Rover Sport, privileged to enjoy a vehicle I'd surely buy with

claimed 38.6mpg without even trying, a figure so remarkable given that we still cruised with the traffic and made no special effort to save fuel - that I double-checked it on the fillto-fill method and still turned a highly creditable 36 and a bit.

car with Aston Martin

Weirdly, we seemed to have more trouble with trucks than usual. Must be the time of year. They pulled into our path without warning more often than I've come to expect, and every dual carriageway featured pairs of behemoths locked in a slow-motion race, occupying both lanes at speeds that varied by no more than 2mph. Why the slower vehicle can't concede 40ft and let the rest of the world go about its business, I simply don't understand. Still, truckers

(I was one, once) strike me as rational people, so there must be a reason.



To Ford in Dunton to tell a bunch of management highfliers on a training course how $their\,company\,strikes\,those\,of$ us outside it. Don't get the idea they'll be hanging on your wise words, counselled someone who's done it before. It's just that they've had a week's brain strain and need a bit of colour. Still, I found myself telling them that, pretty soon, recently retired Alan Mulally's 'One Ford' approach wouldn't be enough to face the future with and that someone would have to come up with a new philosophy. Wonder who'll take the plunge?

my own money, if I had any. On one 450-mile sojourn, the car



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t's 2007 and we've just been assaulted by the excellence of the RS4, but still, the R8 is a revelation. A revelation because it proves that Audi can make a world-class sports car. We didn't doubt it knew how to; we just didn't think Audi's people thought it was important enough to do. Thank heavens that they did.

The first R8 arrived with fourwheel drive, an aluminium structure and a naturally aspirated 4.2-litre V8 engine that revved to the heavens. It won our Britain's Best Driver's Car contest – easily. A larger V10 was added later, and that was superb, too.

This second-gen car, then, has to live up to a hefty amount, and that might explain why Audi hasn't opted to change the underlying formula.

There's still an aluminium monocoque, only now with carbonfibre-reinforced plastic in key places in order to increase rigidity by 40% and reduce weight by 15% over the old model. The V10 is back, too, although not the V8. Shame. We always thought the V8 was the marginally sweeter-handling car. The

V10 remains in its 5.2-litre form but with more power than before. In its standard guise it produces 532bhp, or as the V10 Plus, as tested here, it makes 601bhp. With a 205mph top speed and a 0-62mph time of 3.2sec, it's the fastest production Audi yet. Cor.

The V10 still sends its power to all four wheels and exclusively through a seven-speed dual-clutch automatic gearbox; there is no manual option. The quattro four-wheel drive system no longer has a viscous coupling to divert power around, but instead uses a multi-plate clutch that can divert 100% of power to either end.

The observant among you will be aware that the R8's mechanical elements sound remarkably similar to those of the Lamborghini Huracán – and that's because they are.

We've been left a touch cold by the blisteringly fast but numb-handling Huracán thus far. It'll be interesting to see if the R8 can do better.

The short answer is that it can. Really, this is a terrific car. For one, it's as easy to live with as it ever was. Visibility is good for a mid-engined car, and the interior is lovely in the way that Audi interiors usually are. Ergonomically it's sound, too. The all-digital instrument binnacle is crisp and clear, allowing the rest of the dash to be clean. There are two seats only, with a small shelf behind that I suspect can take golf clubs if you have to. The engine is in the middle, so there's a small boot at the front. And the R8 rides well enough to push most

Keep the nose planted on turn-in and the R8 will pivot around its middle, like the old one did







Audi's best-practice approach to producing functional yet stylishly seductive interiors is in full effect in the R8. Dials are an all-digital display





The new R8 is 15% lighter but 40% more rigid than the outgoing model; mid-mounted V10 produces a raucous 601bhp and 413lb ft in 'Plus' guise

 $road\ lumps\ out\ of\ the\ way, probably\ as$ well as a Porsche 911 Turbo does and, I suspect, better than a Mercedes-AMG GT or Aston Vantage can manage.

Right, that's the sensible bit out of the way. The V10 engine is a mega piece of kit. On start-up, it's rather antisocial. In fact, it is most of the time, but that's the rub if you want a car that makes its peak torque at 6500rpm and peak power at 8250rpm while on its way to an 8500rpm redline. And, you know, I rather like a car that has one of those, especially when its engine is naturally aspirated and has superb throttle response and a hard, hollow noise - increasingly so if you put the drive modes (of which, inevitably, there are several) into their grumpiest settings and turn up the exhaust's volume. The seven-speed dual-clutch 'box is as slick as we've come to expect them to be, and if you listen carefully there's a lovely pneumatic-sounding 'pssht' on downshifts, a bit like a racing car.

The R8 handles, too. Our route involved some roads in southern Portugal - mostly well surfaced - and the superb Portimao race circuit. I fear the ESP off button was disabled on the cars we used on track, leaving that safety net in place, but in the most liberated drive mode the R8 still allows a little slip at either end. It's enough to tell you that, like the Huracán, there's a touch of stabilising understeer early in a corner, but also that the R8 has a degree of throttle adjustability and agility that the Huracán can only wish for. Keep the nose planted on turn-in by trailing the brakes into a corner and the Audi is inclined to pivot around its middle, just like the old one did, and drive its way out on the throttle. The brakes carbon-ceramic discs as standard on the Plus - are superb, too.

What's not so good? Not a lot. Our test car had dynamic steering - the system that gives you quicker steering at lower speeds than at higher speeds. These systems are getting better - the R8 is stable on a motorway and yet feels agile at manoeuvring speeds but they still don't supply a natural feel. A 911's rack is better. And, if you were being really picky, you might

mourn the passing of that original V8 R8, with its lighter engine giving even greater agility and handling purity. But the R8 has been all about the V10 for a while now. In that guise, the car previously occupied a quiet little niche of its own, above most 911s and below most exotic supercars, even though it had the pace of the faster cars. It still does, actually. In fact, it doesn't let up.

These days I'd put the Mercedes-AMG GT into the area in which the R8 finds itself, while McLaren will soon enough drop the 540C and 570S in there as well. Given that company, the R8 had to be good - and it is. It feels more visceral and alive than the 911 Turbo, and although it is less raucous and caricatured than a Mercedes-AMG GT, its handling is the more accomplished.

The new R8 does all the things the old R8 did superbly well and tweaks the competence up by about 10-20% in every key area. It turns out that Audi still knows how to make a world-class sports car and still thinks that it's an important thing to do.

MATT PRIOR



AUDIR8 V10 PLUS

Audi's R8 returns with all of the original's magic intact and blistering speed



CO2/tax band 287g/km, 37%

Price	£134,500
Engine	V10, 5204cc, petrol
Power	601bhp at 8250rpm
Torque	413lb ft at 6500rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1630kg
0-62mph	3.2sec
Top speed	205mph
Economy	23.0mpg (combined)



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Official fuel consumption for the SEAT Leon SC range in mpg (litres per 100km); urban 32.1 (8.8) 67.2 (4.2) extra-urban 51.4 (5.5) 83.1 (3.4); combined 42.2 (6.7) 74.3 (3.8). CO₂ emissions 156-99g/km.



he arrival of the all-new GLC fills a gaping hole in Mercedes-Benz's UK line-up. The predecessor to the GLC, the left-hand-drive-only GLK, was never sold here, so Mercedes has been unrepresented in the fast-growing and profitable premium mid-size SUV class.

The smart-looking GLC is based on the same platform as the latest C-Class but receives a 33mm-longer wheelbase than its saloon and estate siblings. A direct rival to the BMW X3, it is a mere 1mm longer, 9mm wider and 21mm lower than the BMW, at 4656mm long, 1890mm wide and 1639mm tall. Although it is larger than its predecessor, the GLC is 80kg lighter than the GLK, Mercedes says, thanks to the use of hot-formed high-strength steel in the body structure and aluminium for the front wings, bonnet and roof.

Two diesel models will be sold from the outset. Both use a 2.1-litre fourcylinder powerplant, with 168bhp and 295lb ft in the GLC 220d and 201bhp/369lb ft in the GLC 250d. A nine-speed automatic gearbox is standard with both, as is Mercedes' 4Matic four-wheel drive system.

The GLC rides on four-link front and five-link rear suspension with adaptive damping that offers Eco, Comfort, Sport, Sport Plus and Individual modes. Air Body Control rear air springs are an option and can be combined with an Off-Road Engineering pack, which offers five off-road driving modes, hill descent control, underbody protection and an adjustable ride height.

In range-topping diesel guise, driven here, the GLC makes for a very desirable family car, aided by its large 550-litre boot. In the cabin, the dashboard, instruments, steering wheel, multimedia screen and controls are all shared with the C-Class, and material quality is high.

The raised driving position is sound and affords good visibility all round. The front seats are fairly flat in the squab, but the more contoured backrests offer good support. The rear seats split 40/20/40, with two full-sized outer positions and a narrower central seat that's partly

compromised for leg room by the central tunnel.

With 201bhp at 3800rpm and 369lb ft from just 1600rpm, the GLC 250d is punchy and flexible. It is also impressively hushed. Mercedes claims 56.5mpg overall, which, with a 50-litre fuel tank, gives a theoretical range of more than 600 miles.

The nine-speed gearbox's broad spread of ratios provides the basis for strong standing-start and in-gear acceleration. Shifts are smooth and proficient in Comfort mode, but downchanges in Sport Plus can be recalcitrant. The 'box really shines on the motorway, though, with a tall ninth gear allowing a calm cruise.

Elsewhere, the GLC comes close to matching the X3 for sheer agility. There is always sufficient traction out of slower corners, and the continual varying of drive to the front and rear axles, excellent body control and direct steering provide pleasingly neutral and engaging cornering traits. Understeer is well suppressed on winding roads, too.

With air springs fitted, the GLC

rides with aplomb. It delivers impressive compliance at speed, with low levels of road noise. However, transverse ridges tend to send a shudder through the structure.

Not many GLC drivers will seek true off-road capability, but it's still impressive in the dirt. With generous approach, departure, breakover and tipping angles and that optional Off-Road Engineering package, it goes places few rivals are likely to reach.

Few, if any, GLC competitors blend style, quality, performance, handling, economy, practicality and off-road ability so successfully. We'll need to drive one on standard steel springs on UK roads before we can give it a definitive thumbs-up, but with the optional Air Body Control package on smooth German roads, it's a mature, engaging and refined proposition.

GREG KABLE

MERCEDES-BENZ GLC 250D

Agile, engaging, comfortable, practical and extremely well built. The BMW X3 should be worried



	624.405
Price	£36,105
Engine	4 cyls, 2143cc, turbodiesel
Power	201bhp at 3800rpm
Torque	369lb ft at 1600rpm
Gearbox	9-spd automatic
Kerb weight	1770kg
0-62mph	8.3sec
Top speed	131mph
Economy	56.5mpg (combined)
CO ₂ /tax band	129g/km, 23%





Interior fittings are taken from the C-Class and the quality shows; higher-powered diesel is punchy and flexible and the car is agile

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ou're all packed, the tank is full and you're ready for some fun in the European sun. Now you just need to get out of the UK. If you're travelling by ferry or via the Channel Tunnel, you'll need to provide Advanced Passenger Information to avoid long check-in procedures. Passport details and information for every passenger is required – check your operator for more details.

Before setting off, check the rules of the road for where you're heading. For example,

in France you must carry a self-test breathalyser, and it's compulsory to carry a warning triangle and a reflective jacket or waistcoat in several countries. For just £30 you can get yourself a Ring Euro Travel Kit from Tesco, which has everything you need, including a warning triangle, high-vis jackets, first-aid kit, GB sticker, breathalyser tests, universal bulb kit and more.

The main adjustment to make is driving on the right. It doesn't take long to get used to it - we promise - but remind yourself every time you're at a junction. It's also worth changing the beam on your headlights in order to avoid dazzling oncoming traffic (there's a beam converter kit in Tesco's Ring Euro Travel Kit).

Speed limits vary but, in built-up areas, Spain, France, Germany, Portugal and Italy are 50kph (31mph). Motorways range from 120kph (75mph) in Spain to 130kph in France. Many German autobahns still don't have limits, but some cap speeds between 110kph and 130kph – so keep an eye out. And enjoy your trip!

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onda wants to take advantage of Europe's lucrative crossover market and the new HR-V is the car with which it hopes to do it. Although the HR-V's exterior dimensions place it in roughly the same league as the Nissan Juke and Skoda Yeti, Honda intends to steal customers from the segment above, where the likes of the Nissan Qashqai and Renault Kadjar reside.

On paper at least, the HR-V makes a good case for itself. Take its boot capacity, which trumps that of the Qashqai for seats-up volume, with 453 litres to the Nissan's 430 litres. The Kadjar only slightly beats the HR-V here, offering a 472-litre boot.

The HR-V will arrive in the UK this September with a choice of two engines: a 128bhp 1.5 i-VTEC petrol unit and a 118bhp 1.6 i-DTEC diesel, both of which come with a six-speed manual gearbox as standard. A continuously variable transmission is optional on the petrol-powered HR-V, as driven here.

Honda claims the diesel variant can return up to 70.6mpg on the

combined fuel economy cycle, with CO₂ emissions of 104g/km. In manual form, the petrol model is capable of returning 49.6mpg, with CO₂ emissions of 134g/km. When equipped with the CVT, this improves to 52.3mpg and 125g/km.

In 1.5-litre petrol form, the HR-V can't help but feel underpowered, especially when coupled to the CVT. If you do opt for a petrol model – and Honda expects 45% of buyers to do so – we'd strongly recommend sticking with the manual gearbox, because the CVT simply doesn't feel suited to a car of this size. It's quiet enough at cruising speeds, but trying to gain pace to join a motorway, for example, results in a harsh, unrelenting drone from the engine.

The 98lb ft of torque on offer doesn't help with quick getaways from a standing start, either, and it means that the strained engine note will become a frequent occurrence around town.

Engine noise aside, the cabin is relatively quiet at speed, with very little wind or road noise.

There's a lot to be said for the way Honda has approached the HR-V's interior, too. It feels premium in most of the right places, with only a few out-of-reach surfaces still covered in hard plastics. The 7.0in touchscreen infotainment system is incorporated well into the centre console and the control surfaces are angled to create a driver-focused environment.

The HR-V's seats are comfortable and supportive for long journeys, but although the car's second row will be fine for short journeys, taller adults will find that head room is an issue.

The driving position is well judged, falling between the upright style of most crossovers and the lower-set position of a traditional hatchback. Honda's Magic Seats system works as well as ever, allowing the HR-V to accommodate a wide variety of loads. A relatively low boot lip also means that loading bigger items is easy.

Over long distances, the HR-V's ride remains comfortable and its handling is direct, with little body roll through corners. Take control from the CVT and use the steering

wheel-mounted paddles to change gear and the HR-V can even be fun to drive on back roads. The steering is well weighted, too, although it's also devoid of feel.

Although the HR-V won't cause the Qashqai to worry about losing its place at the head of the crossover field, it shows plenty of potential, being well equipped, comfortable and practical. Its eye-catching design should help the HR-V to stand out from the rest of the pack, too.

We've yet to try the 1.5-litre petrol model with the manual gearbox, but it's difficult to recommend this CVT version. We suspect that opting for a diesel-powered HR-V will not only net you better fuel economy, lower CO₂ emissions and better low-end torque but also, ultimately, a richer driving experience.

DARREN MOSS

HONDA HR-V 1.5 I-VTEC SE NAVI CVT

Qashqai-rivalling interior space and practicality, but this CVT petrol version feels outpaced



Price	£21,325
Engine	4 cyls, 1498cc, petrol
Power	128bhp at 6600rpm
Torque	98lb ft at 4600rpm
Gearbox	CVT
Kerb weight	1322kg
Top speed	117mph
0-62mph	10.8sec
Economy	52.3mpg (combined)
CO ₂ /tax band	125g/km, 20%





Cabin is comfortable and generously equipped; 7.0in touchscreen is standard from SE up; ride/handling balance is well judged





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he e-NV200 Combi is the world's first all-electric seven-seat MPV, according to Nissan. Based on the NV200 van, the electric people-carrier joins existing 1.5 dCi versions of the Combi. Nissan says it caters for a demand from private hire companies and shuttle services and could also appeal to larger families.

The e-NV200 uses the same basic electric powertrain as the Leaf. The electric motor develops a modest 107bhp and a useful 187lb ft.

However, despite the NV200's much greater frontal area, it still has the same 24kWh battery as the Leaf. Although the e-NV200 isn't too heavy (between 1517 and 1564kg, depending on the specification), the official range is just 106 miles.

Nissan makes much of the e-NV200's load-carrying ability. It can be specified with either five seats or seven seats in three rows.

To increase cargo room, the two seats in the third row can be folded against the insides of the car. The middle row three-person bench can also be folded and tumbled out of the way, further increasing load capacity.

The e-NV200 Combi comes with a choice of two trim levels (Acenta and Tekna) and three charging options (standard, Rapid and Rapid Plus) in both five and seven-seat forms. There are also range-topping Evalia versions.

Standard models can be charged via a domestic three-pin socket in seven hours, while the Rapid versions take four hours to top up via a 50kW DC charging point. The Plus versions include high-speed 6.6kW AC on-board charging capability.

This is a van, however, so you can't expect too much of it once on the move. By far the biggest demerit is the cart-sprung rear axle. With just two occupants, the back end skips and crashes over ridges and obstacles. It would no doubt be less reactive with a full load, though.

The biggest upside is being able to drive a van that is so quiet, smooth

and effortless in traffic. With no roaring diesel engine and no manual gearbox requiring endless shifts to stay in the torque curve, the e-NV200 makes light work of heavy traffic. A decent slug of torque and the single-speed transmission mean that it's able to keep up with other traffic without difficulty, even with a top speed restricted to 76mph.

However, it doesn't take long to discover the e-NV200's limitations, particularly in hot weather. This is a large, boxy cabin, so the climate control will be putting a strain on the battery pack much of the time and taking its toll on the already modest range. The vehicle's big frontal area and capacity for people and luggage will also put the battery under load on longer, faster runs.

If, say, you have a local area taxi service or are a hotel near a railway station or airport, the passengercarrying e-NV200 could make a lot of sense, especially if you can install a quick charger in the vehicle's parking space. Fuel costs will be much lower (around 2 pence per mile) and maintenance can be up to 40% cheaper compared with the 1.5-litre diesel NV200, according to Nissan.

Buyers can elect to lease the battery over a sliding scale of time and mileage. Over three years and up to 6000 miles per year, it costs £73.20. Twelve months and 12,000 miles per year is £90 per month.

It's not impossible that a big family with the ability to install rapid charging could be attracted to the e-NV200, but it is clearly most suitable for local shuttling, where the low fuel and maintenance costs could make it add up for a small business.

However, limited motorway legs and what's likely to be a short range in high summer and deep winter truncate the e-NV200's usability. HILTON HOLLOWAY

NISSAN E-NV200 TEKNA RAPID COMBI

Potentially a big money-saver for local taxi operators, but its usability is limited



Price	£23,400
Engine	Electric motor, 24kWh battery
Power	107bhp
Torque	187lb ft
Gearbox	Single-speed
Kerb weight	1571kg
Top speed	76mph
0-62mph	14.0sec
Range	106 miles
CO ₂ /tax band	0g/km,5%





It's effortless to drive, but the climate control eats up range; installing a quick charger would increase the e-NV200's usefulness

For our first UK taste of the fleet-friendly, diesel-powered Jaguar XE, we needed to cover some serious miles. **Richard Webber** was given a road atlas and told to visit as many international places as possible... without leaving the country

PHOTOGRAPHY WILL WILLIAMS



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like an exotic road trip, because we're talking about New York in Lincolnshire, Melbourne in Derbyshire and Bermuda in Warwickshire.

These three internationally renowned place names appear as waypoints on the 330-mile itinerary we're tracing around the heart of England to see how the box-fresh Jaguar XE in benefit-in-kind-beating 2.0 diesel form fares when faced with a long day in the life of a company car. And although we're no Phileas Foggs, photographer Will Williams and I are $hoping \ to \ uncover some \ of \ the \ exoticism \ hidden$ among these green and pleasant lands.

8.53am Northampton services, M1

Although neither green nor pleasant, Northampton services at junction 15a of the M1 is a handy place to meet Williams and our Polaris White XE. The car is in Portfolio spec, which is the plushest of the four trim levels available on cooking models and, at £35,425, splits the difference between the cheapest XE - the cloth-upholstered, £26,990, 197bhp petrol four-pot SE - and the range-topping, £44,865 XES that packs the 335bhp supercharged V6 from the F-Type.

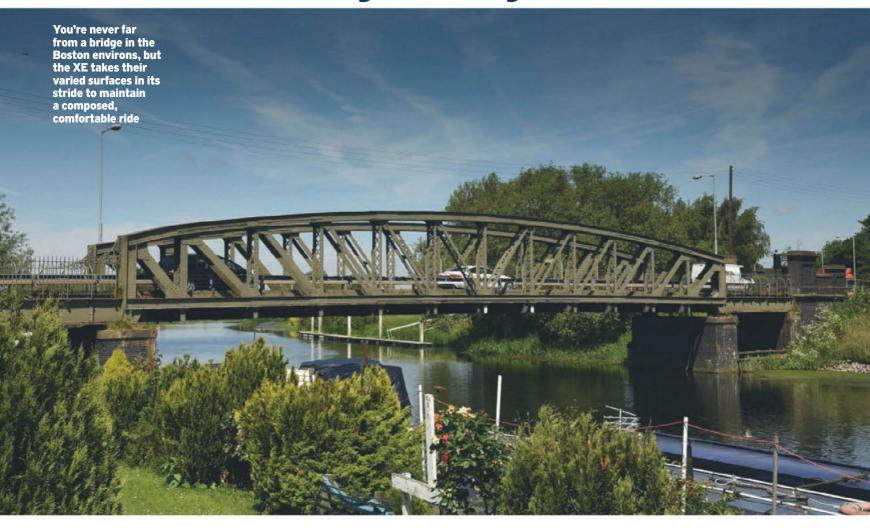
A stack of extras adds around £10k to our car's price - unrepresentative of the norm but worthy in terms of letting us trial features such as adaptive suspension (£800), head-up display (£1000) and driving position memory pack with folding door mirrors (£935). Adaptive cruise control (£1500) is the only omission that frequent trips like this might justify.

After brimming the fuel tank, there's a moment to appreciate the cabin before we depart. Leather and soft-touch finishes abound - you have to reach down to the door bins to find anything more brittle - and there's a definite feeling of luxury, although the dark tones in our car conspire with the chunky, high-set centre console to make the cabin seem cosy more than airy. →

After brimming the fuel tank, there's a moment to appreciate the cabin before we depart



On a steady throttle at 70mph in top gear, the 2.0-litre diesel Ingenium engine is silent





Scouting through the road atlas (left) reveals that, as in the US, the UK's New York (bottom) is not a million miles away from Boston



The sweeping top of the dashboard crowns a handsome, interesting environment, though, and the rotary selector for our car's eight-speed automatic gearbox complements the layout where a manual gearlever might interrupt it. A poke around the rear cabin reveals enough knee room for one 6ft 2in-tall person to sit behind another, although head and shoulder room are tight. With my driving position stored (easy) and the sat-nav, standard across the range, set (equally simple, subject to a little software latency), we're off.

11.03am Boston, Lincolnshire - 80.1 miles

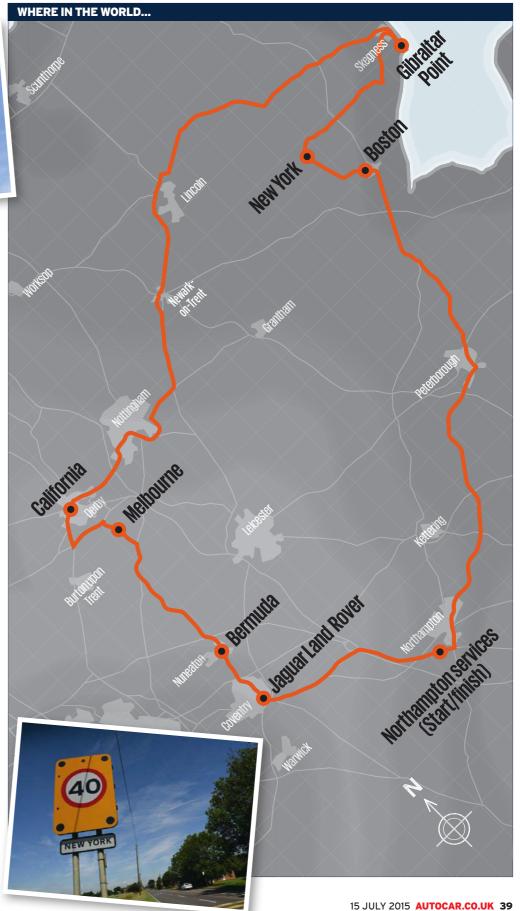
Unlike many of our waypoints, this one did actually give its name to its more famous counterpart. Puritans from this Lincolnshire town named Boston, Massachusetts in 1630, 143 years before all that tea was wasted and things got awkward with the homeland.

Our route to Boston takes us on a succession of wide, benign A-roads, including the A1139 Frank Perkins Parkway through Peterborough, which, aptly for us, is named for the local engineer who made waves in industry and agriculture with his diesel engine designs. But that's not to reflect on our XE's powerplant, which, at 178bhp, is the more powerful of the two all-new, home-grown 2.0-litre four-pot turbodiesel Ingenium engines available. (The other produces 161bhp and a tax-dodging 99g/km of CO₂ in manual form.)

Indeed, while agricultural aspersions are sometimes cast at its classmates, the XE's engine is blessedly smooth. It becomes vocal in the upper reaches but not coarse. On a steady throttle at 70mph (1500rpm in eighth gear), it's silent. Gently flex the right ankle and nothing more than a deep hum comes back. The electric steering is very settled at a cruise, and the easy-going ride impresses, too. On a smooth surface, the notability of a little wind noise speaks of refinement elsewhere, although the big, optional 19in wheels roar a bit over rougher blacktop as we approach Boston. But with the mighty 'Broken Stump' of St Botolph's Church towering above its centre, we barely graze the town before the need to make early headway pushes us on.

The 15-minute amble from Boston to the tiny,

11.50am New York, Lincolnshire - 92.1 miles crossroad-hugging hamlet of New York throws up a pair of apposite opposites within a mile. →





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At the Witham and Blues New York Bar and Grill in Lincolnshire, they count a police cruiser and this yellow cab among their props

← St Gilbert's Church at Brothertoft couldn't look more English or quaint if it was built on a sound stage at Pinewood. Then, just over the River Witham, we come across the 'Witham and Blues New York Bar and Grill', guarded by a yellow cab, a police cruiser and an oversized Uncle Sam. We'd planned to find a 'New York' road sign to mark our visit, but this place – as native to Lincolnshire as crampons and carabiners – ticks the box better than we could have hoped for.

Then we take a series of arrow-straight lanes linked by right-angled corners. Raised above horizonless fields of swaying grain, they zig-zag through The Fens. Heavy subsidence makes these among the bumpiest roads I've ever driven – not in terms of potholes and seams, but lumps and humps that befuddle the concept of camber.

To give the XE's adaptive dampers a workout that no engineering rig could match, I stick to 60mph where a more natural pace would be 40mph, tops. It's a proper helter-skelter, but with on-board processors pulsing away like Alan Turing's brain, the chassis feels entirely stable and the helm remains confidence-inspiring. That such suppleness is punctuated by pointy, nose-led incisiveness through those corners is impressive.

We dive into Lincolnshire Aviation Heritage Centre. What a find. Formerly RAF East Kirkby, the site hosted Bomber Command Squadrons 57 and 630 between 1943 and 1945, its Avro Lancasters pelting targets from Berlin to Berchtesgaden. Now a museum, it holds Lancaster NX611, 'Just Jane', which operates passenger taxi rides during its continuing restoration.

As wartime music drifts across the sundrenched airfield and its pristine outbuildings, there's an Arcadian charm to the place, but the memorial chapel soberingly recalls the sacrifice of 848 air crew during the conflict. If you're tempted to visit, keep the August bank holiday free; a 'Props and Pistons' event promises period aircraft displays and myriad exotic cars.

2.00pm Gibraltar Point, Lincolnshire – 129.1 miles

Gibraltar Point coastal reserve stretches from Skegness to The Wash, but our hopes of a seaside snap are quashed by a thick band of salt marsh and dunes, so we turn tail into Skegness. On one of the hottest days of the year, the resort town is bustling and traffic forces staccato progress. Trundling about, sharp lateral ridges ring out a bit – the only fly in the ice-cream we discover when it comes to the XE's otherwise excellent suspension set-up.

The engine stop-start system could also be better, because it can restart unexpectedly, sometimes with a bit of a jolt. Otherwise, the car makes a relaxed companion in town. The gearbox shuffles gently and the steering is usefully light at low speed, while the rear-view camera (from £530) and big door mirrors make up for the rear window's relative slightness.

5.47pm California, Derbyshire - 232.0 miles

'Skegness to California' could be a reality show about thirsty English 20-somethings transplanted to America's west coast, but there is no Butlins-to-Baywatch adventure for us; our →





Take control via the paddles and gearbox responses are sharp and the gearshifts rapid



← California is a suburb of Derby. The 100-mile stint is the day's longest and lets us stretch the XE's legs. It has been said that the ZF gearbox is a mite slow to kick down, but for the swift yet steady driving style called for by this moderately busy route, it responds quickly enough. Take control via the paddles and responses are sharp and the shifts rapid, although the mapping seems harsh during full-throttle upshifts, which jolt a little in a way you'd associate with more powerful drivetrains.

On which note, this being the beefier diesel, I'd expected more pace. Our car's 7.4sec to 60mph is respectable but no more, and there's little drama to the acceleration. It picks up well from 2000rpm and pulls strongly all the way to the 4750rpm limiter, and there's scant lag, but it's a different experience from the XE's boostier Bavarian counterpart. On this kind of trip, the Ingenium is fitter for purpose, but it won't slingshot you between corners if you break away for some back-road fun. You pays your money...

6.49pm Melbourne, Derbyshire - 251.5 miles

The short hop to the pretty market town of Melbourne crosses the incredible 17-arch, 13th-century Swarkestone Bridge over the River Trent. At nearly a mile end to end, it's the longest stone bridge in England. Its narrowness requires several three-pointers as I drive back and forth for photos, manoeuvres made simple by the rotary gear selector. Whichever Jaguar Land Rover car it's in, I still find it unequalled for convenience. We pause briefly to snap Melbourne Post Office, whose namesake Down Under opened in 1837 to mark the naming of Australia's second city.

7.58pm Bermuda, Warwickshire – 283.3 miles The British Bermuda is a disappointingly drab industrial zone just outside Nuneaton, but there's exotica of sorts here as we happen across

JAGUAR INCONTROL: AN APPY MEDIUM

IN-CAR TECH has too long been a weakness for Jaguar, but the XE's InControl touchscreen multimedia package (standard on all XEs) marks a leap forward. It is, at last, competitive and seamlessly hooks up with our car's handy head-up display. InControl also integrates and harnesses your smartphone's computing power.

After a two-minute registration and set-up, InControl Remote let us connect to the XE remotely via an iPhone, so we could cool the car while grabbing lunch in the Skegness sunshine, then beep the horn and flash the lights to help locate it in the vast beachfront car park. You can also check the fuel level or plot a route back to the vehicle, and

automatic journey logging lets you pull up a route map and detailed metrics for each stint in the car, all exportable in a spreadsheet via email - handy for recording business miles and keeping tabs on fuel economy.

There's also InControl Apps, whereby a growing selection of smartphone apps can be controlled via the XE's touchscreen. Contacts, calendar and music integration aren't ground-breaking, but other options include conference call software, audio books and a hotel booking app.

InControl Apps suggested hotels near Jaguar's HQ (below) in Whitley, near Bermuda, if we had wanted to call it a night there a modified car meet. Among the vehicles present is a most unlikely Jaguar X-Type; Jag-mad (or just plain mad) Perry's car features a hydraulic lift system. On arrival, he drops the chassis so that the rolled-out wheel arches smother the 19in, 255mm-section XF rear wheels he has stuffed into each corner. It's barmy, but entertaining. He loves the XE, too, although we whisk it away before he tries to fit it with Range Rover rims.

9.02pm Jaguar HQ, Coventry - 297.4 miles

We couldn't pass Coventry without stopping at Jaguar's head office in the suburb of Whitley. Our XE's powerplant was built at the new engine factory near Wolverhampton and its body was assembled in Solihull, but the research and development happened here. Although the sun is setting on the deserted site's pyramid-like frontage, the company hopes that the car we're driving will herald a new dawn of profitability.

10.10pm Northampton services - 326.7 miles

Returning to our starting point on the M1, we enter our 14th hour. Refuelling lets us calculate a 41.1mpg average – close to the trip computer's 41.5mpg but somewhat disappointing after 326.7 miles of mixed driving that has erred more towards gentle than vigorous. But despite seating bugbears (Williams feels the headrest pushes his bonce forward and I find the backrest does the same to my shoulders), we're both feeling remarkably fresh. The XE's versatile chassis and steering, easy-going engine, slick gearbox and plush, high-tech cabin are manna from heaven









here's nothing unusual about the arrival of a new sports car. New makers of small sports cars arrive all the time. Some of them are memorable, others are not. I won't drag this out: this is one of the ones that has that little extra something about it. The Elemental RP1 is a little bit special.

The back story is familiar. A group of engineers from the top levels of motorsport and road car development have an idea to make their own car. They ponder, it develops and eventually they decide they're going to do it right or not at all. The RP1 is the result. In its technical make-up, the RP1 is similar to, but not exactly like, several other lightweight roadsters. The central tub is carbonfibre – of the good sort, not the cheaper sort, but I'll come back to that – with a steel subframe hung from each end.

The front one supports the cooling systems and front suspension, which comprises double wishbones and inboard spring and damper units. Behind the two-seat cabin sits the rear suspension – double wishbones but not inboard dampers – and the powertrain.

Here is one of two key areas where Elemental is a touch unusual, too. Instead of a transverse engine and the gearbox it would be attached to





in the donor car (as you'll find on an Ariel Atom, KTM X-Bow or Zenos E10), the Elemental's engine – a 2.0-litre Ford Ecoboost turbo – is mounted longitudinally and drives the rear wheels through a six-speed Hewland gearbox that's mounted behind it, a layout that means the engine can be set lower in the chassis. The BAC Mono is similar, although it's only a single-seater.

Part two of where the RP1 differs from the light car norm is in the amount of aerodynamic grip it offers. There's a long diffuser at the front of the car and another one at the rear. Sensibly, the front splitter is plywood, as are a couple of sections beneath the tub to protect it from kerb-whacking on a circuit. Elemental claims the RP1 generates 200kg of downforce at 100mph.

Weight is claimed at 580kg, with a 47/53% balance front to rear. And given that the Ecoboost is tuned to produce 320bhp, that means the car should get along fairly well. Elemental is yet to produce a full set of numbers, because this is a prototype, but it estimates a 0-60mph time of 2.8sec and a 0-100mph time of 6.4sec, which is what you'd hope it should do.

Elemental calls this a prototype, but I've driven production-ready cars that don't feel quite so pleasingly finished. The carbonfibre



is well presented, the lightweight one-piece seats slide back and forth easily and the cabin is simple and clean.

Many things will still change: some bodywork at the rear, the dashboard panel, an aero screen. Notably, too, the seat will be lowered, the pedals will become adjustable and more elbow room will be put into the tub. All of those will benefit the driving position (and the aero), although it's far from a disaster now. What's quaint, and cool, is a high foot position, which allows the space for that front diffuser. It's something that you notice and feels odd once but you then never think about again. It's very natural.

The whole forward view is good, because there are no pillars. The rear mirrors are fine, and even though the Elemental is a two-seater and 1775mm wide, the cockpit still feels snug. Not cramped, just secure. The engine fires to a zingy idle but has measured low-rev responses, the pedals are all well weighted and positive and the turning circle is good for a car like this. Little details like this make the RP1 feel well engineered.

What it does on the move only reinforces that. At the moment, this hard-worked prototype's limited-slip differential has a slight grumble and snatch, but that's simple enough to iron out and isn't an issue on bigger throttle inputs.

What's already extremely well sorted is the smoothness of the pneumatic paddle-shift change on the gearbox, whose clutch you can forget about once you're rolling. Upshifts and downshifts are smooth and engine response is good. Delivery is a touch boosty, as you'd expect, and the soundtrack is accompanied by the odd whoosh and whistle, but there's honest mechanical noise, too, and power is metered out easily. And there's bags of torque. Say what you like about turbo engines in small cars, but what they deliver is faintly astonishing response across the board. The RP1 is one of those cars that requires a deep breath and a long straight before you bury your right foot to the stops.

Elemental, then, has fitted a traction control system, which is switchable. Even with it on,

though, it allows quite enough slip in a one-off and theoretically priceless prototype, thank you. Ask for more power than the 235/45 R17 Michelin Pilot Super Sport tyres can handle and the RP1 will brap-brap-brap at you discreetly, while accelerating as quickly as it can. But approach the limits of adhesion mid-corner instead and the RP1 understeers not at all before allowing the tail to slide utterly controllably and predictably wide, from where it's easy and instinctive to gather up, with no untoward body movements or rocking. It handles beautifully.

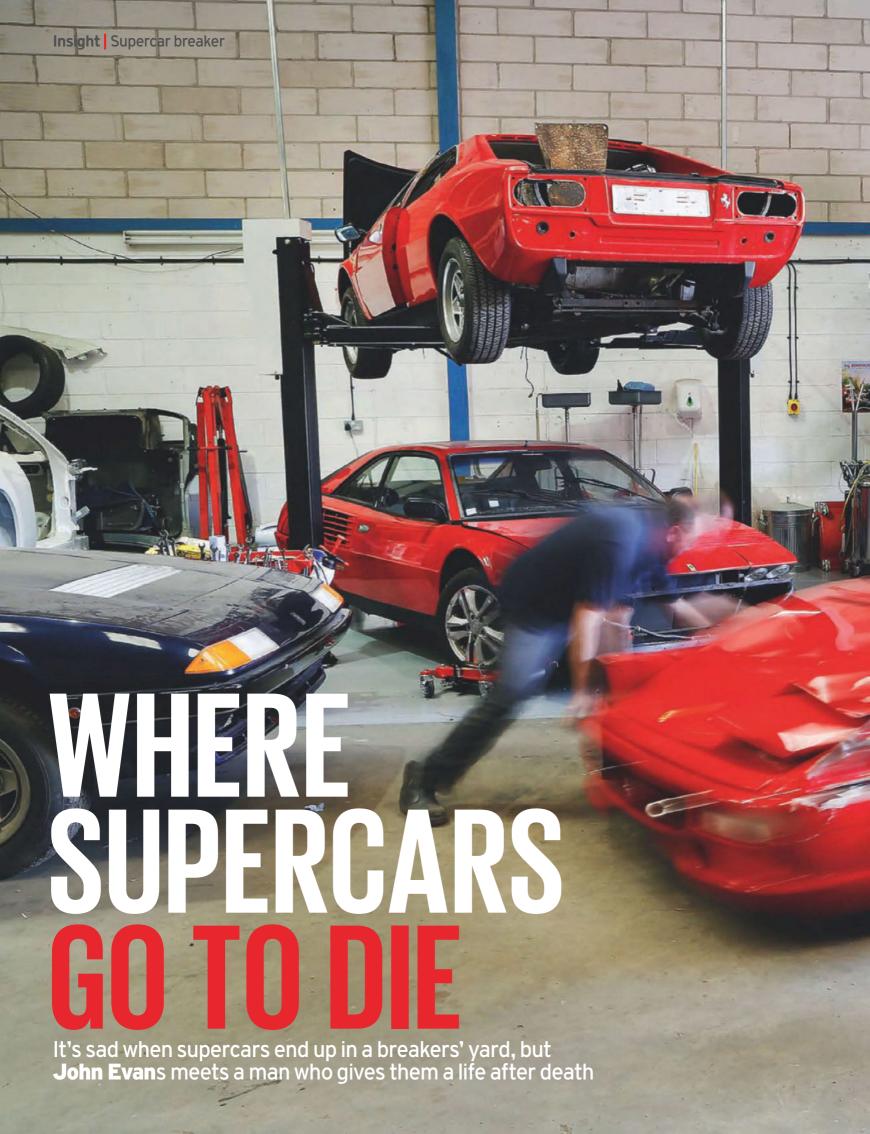
You've got to be going at a fair pace for that to happen, because there's lots of mechanical grip and, at higher speeds, aero grip, too. In cornering, the advantage of the RP1's racy mechanical layout also becomes apparent. Because its engine is low, there's no slop or pitch as there might be with a high-mounted engine trying to dictate things. The car just slips benignly.

We drove on a closed circuit only, and even though its surface wasn't brilliant, I wouldn't want to say too much about the ride, but it feels about as firm as it ought and needs to be. The unassisted 2.5-turn steering is wonderfully natural and feelsome. Some customers might want a faster rack, but if it were, it'd be heavier and more nervy, so I think the balance is about right. In fact, the whole dynamic experience feels right to me and, at the moment, it's the stand-out highlight of this track-orientated car.

That thing I said I'd come back to, though... making cars out of first-rate carbonfibre means that the RP1 is expensive, even if you hone the production process (as Elemental has) to minimise time and waste. Expensive as in: £75,750 for the first 10 customers, who'll get cars from the start of next year, and rising after that.

But as companies such as Radical and BAC have found, there are people willing to spend a lot of money on a first-rate track-day car, should you make the right sort of product: a well-developed, well-finished one that offers something really special. I have a feeling the RP1 is that sort of car.









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orth to earth, crashes to ashes, lust to dust... With apologies to the Order for the Burial of the Dead, I ponder the skeletal remains of a Lamborghini Jalpa perched on top of a large metal container at car breaker Eurospares in Essex.

It's a moving sight awaiting anyone who wanders around the back of the firm's nerve centre, located in a bustling industrial estate just outside Halstead, near Colchester. However, there's worse – much worse – inside one of Eurospares' seven vast storage buildings.

On racks, and looking just like a child's toy car collection, are the shells of six gorgeous Italian sports cars – three Ferrari 308 GT4s, a 348, a 458 and one Lamborghini. On the floor below, and to the side, is a Ferrari 599 GTB minus its wheels, windows, interior and most of its bodywork. A few mountings are all that remain of its V12. Nearby stand a deformed Ferrari 612 Scaglietti with half a side missing, a brace of Maserati GTs – although owing to huge impact damage, barely recognisable as such – and a 458 reduced to its roof.

water came right up to the windows'

was flooded in

a car park. The

I need a stiff drink. James Pumo, owner of Eurospares, offers me an espresso, before telling me his story.

"My dad was a hairdresser," he says. I scan the room for bits of Mazda MX-5. "He had a couple of salons in Manchester and used to go back to Italy to buy his hairdryers. One day a Ferrari dealer asked him if he'd pick up some spares from the factory on his next trip. Dad quickly realised that,

with his Italian contacts, he could make a business supplying parts for Ferrari and Lamborghinis, which is how we started."

Although Eurospares salvages lots of parts from the sports cars that it breaks (in the past 10 years, hundreds of Ferraris but only 15 Lamborghinis), many are new items bought from bankrupt dealers and garages – following the 2008 economic crash, the Middle East was a rich source – as well as remanufactured components from a web of global suppliers.

"If a part is no longer available, and there is sufficient demand, we'll have it made," says Pumo. "For example, I'm stuck for Ferrari F40 steering wheels at the moment, so I said to Momo: 'Let's make 100 of them'."

I want to talk about his stripped-out 599.

"It was flooded in a car park along the coast in Brightlingsea," he says. "The water came right up to the windows. The engine was wrecked. We took it out, put a glass top on it and put it in reception."

In another of Eurospares' huge storage buildings is a rack of salvaged and reconditioned engines, including three Ferrari Testarossa flat >







Market prices for both cars and parts are studied every day, so Eurospares knows exactly what its stock is worth; every part has a unique code to aid its ID and retrieval

Insight | Supercar breaker







← 12s (worth around £14,000 each) and a V8 from an F40 (£114,000). There are also Ferrari engines from 360s, Mondials, a 456 GT and an F430. On the floor is a small cluster of Lamborghini engines, including one from a Murciélago (£27,600).

"People want them for parts or occasionally we may sell them whole," says Pumo. "A whole engine is often the last thing they need, though. Crash repairs and restoration is where the market is. Engines tend to be looked after."

Wheels, windscreens and panels are Eurospares' biggest movers, as well as anything for the front end, where most crash damage occurs. For example, the deformed 612 Scaglietti has donated its wings and front panel to a crashed car.

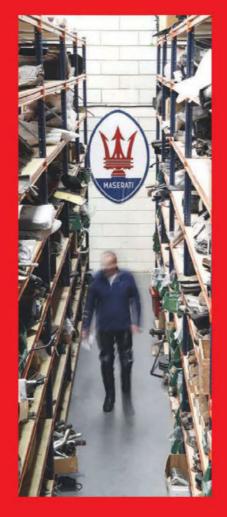
Pumo claims his used parts are about half the price of their new equivalents. You'll still need deep pockets, though. He points to the front end of a Ferrari Daytona perched on a shelf high above us: "That's £8000," he says, simply. A flimsy strip of aluminium on the back of the 458's shell that is a little longer than a 12in ruler and about as wide is worth £1000.

"There's often little relationship between the appearance of a part and its value," he says. "We'd lose a lot of money if we didn't know what every bit of this stuff is worth."

The Eurospares team studies car and parts prices daily to see where the market is. It's not unusual for people to buy parts from the company at a low price and horde them in the hope their value will rise, just like the cars they were made for.

"Everything is being restored these days," says Pumo. "Not only are the prices of the cars going up; the prices of their parts are, too, and we have to watch them closely or we'll lose out."

Of course, Eurospares is not the only player in the game. For example, Ferrari itself provides parts for cars up to 10 years old through its



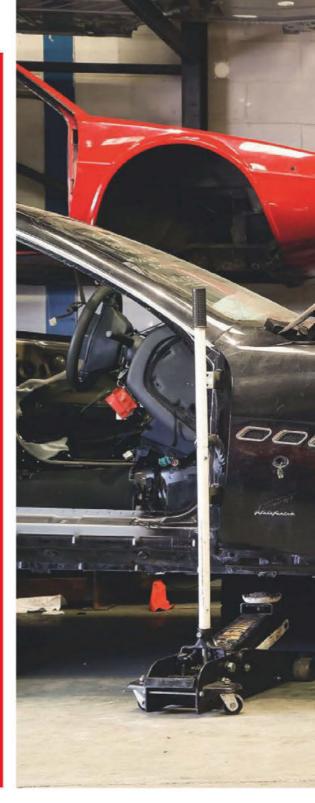
'All this stuff is worth millions and we'll be sitting on it for years before it all sells'

dealer network. Beyond that age, supply is managed by Maranello Classic Parts in Egham, Surrey, which also has the right to remanufacture parts. Ferrari's own Classiche department can make parts for seriously old cars that it is restoring for customers.

Although he drives a Ferrari F12 Berlinetta, Pumo is unsentimental about the cars he strips. Occasionally, he'll take a call from someone who is upset about a Ferrari he's advertising that looks roadworthy but is being broken for spares.

"I've seen too many people go mad restoring these things to get that attached to them," he says. "One old chap had spent three years rebuilding a 308. He wired the alternator the wrong way and when he started it, it went up in flames. When he rang me to take it away, he was suicidal."

Not that Pumo is entirely without a heart. He regrets breaking the Maserati Ghibli SS that he bought for £10,000 from a gent in Cornwall in 2002, and the right-hand-drive Lamborghini Countach 5000 QV that he broke in 2003.



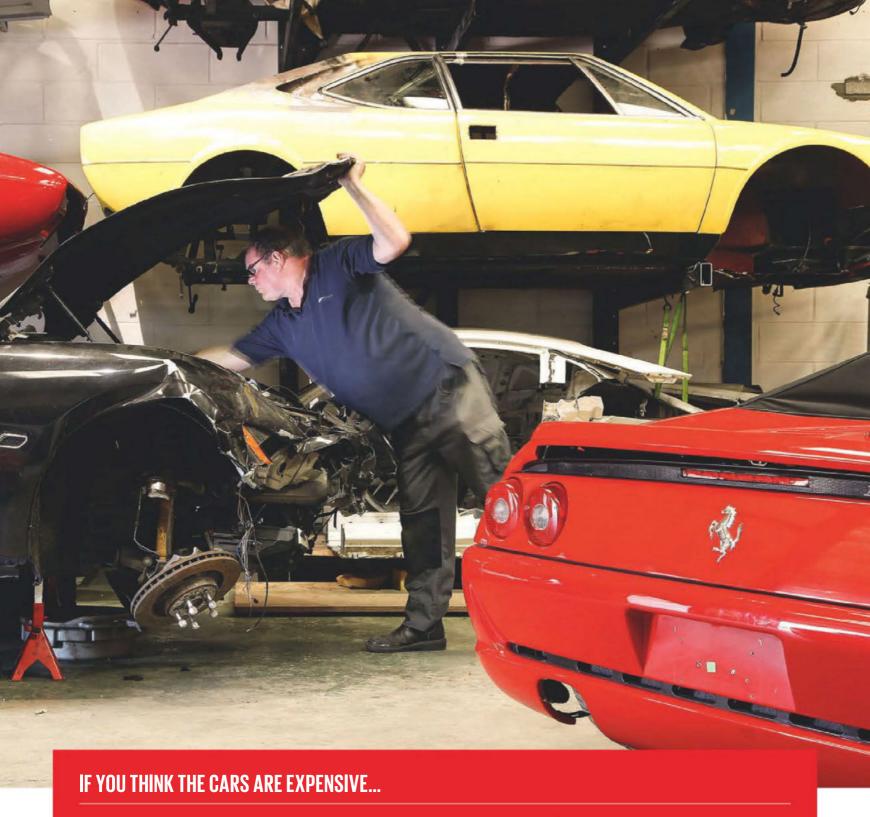
"They could have been my pension," he says, between sips of espresso.

Apart from the vehicle store, pretty much every square inch of space in Eurospares' remaining six buildings is given over to rack upon rack of parts, almost all of them neatly labelled with a unique code. Pumo admits that he suffers OCD.

"I couldn't run this place without it," he says. "That, and nerves of steel. It's the long game. All this stuff in here is worth millions and we'll be sitting on it for years before it all sells."

He leaves me to wander among the racks. I pass rows of beautifully enscribed Dino wheelcaps, boxes of switches, new and unvarnished wooden fascia panels still in their greased paper wrapping, boxes of old black cartridge players from a time before even cassettes were invented, bonnet releases, dusty temperature sliders, bright chrome bumper corners...

To the untutored eye, they're just a jumble of odd bits and pieces, but to Pumo and his team they're worth money – and if they get it right, lots of it. △



£120,000

Lamborghini Countach 5000 QV engine



Ferrari 458 Italia red carbonfibre seats (pair)

£31,200

£4380 Ferrari 250 GTE wheel jack

£4200 Dino 246 dashboard

£23,760

Lamborghini Aventador LP700 four wheels (set, including tyres)

£10,200

Ferrari 512 BB engine cover

£954 Lamborghini Diablo VT speedometer

E8900 Lamborghini Miura headlights (pair)

Vauxhall Viva

Luton's new city car revives a 50-year-old nameplate

MODEL TESTED 1.0 SE A/C

- Price £8490 Power 74bhp Torque 70lb ft 0-60mph 13.0sec 30-70mph in fourth 24.6sec
- Fuel economy 48.9mpg CO₂ emissions 104g/km 70-0mph 48.6m

WE LIKE Agreeable ride quality ■ Mechanical refinement ■ Five-seat usability

he enduring affection of the Great British public for Vauxhall, which remains our secondlargest domestic power in terms of overall market share, tells you a lot about what really sells cars in this country. 'Affection', though, may be too strong a term to describe something that's probably become more of an attachment than a true fondness for a lot of owners during the past three decades or so.

Over that time, Vauxhall's UK-built models have been replaced, in increasing numbers, by cars that seem less distinct from their Opel sister models and are built at





 No penny-pinching here: door mirrors are body coloured as standard. The colour itself is Fresh Green metallic – a £545 option.



 You have to buy a range-topping SL-spec car to even be offered an alloy wheel as an option. These are the standard 15in steel rims, which look quite flat and dowdy.



 Foglights come as part of the entrylevel car's standard equipment and include a static cornering function.



 Vauxhall's griffin badge is big and bold on the grille, but the contrasting plastic decoration looks a touch fussy. It's as if they couldn't decide between wavy bars or straight ones.

overseas production sites. The same thing has happened to other 'British' volume brands, of course, while some have disappeared altogether. But at the same time, the sense of Vauxhall as it once was – a proper British carmaking brand, albeit one under US ownership since 1925 – has not only deteriorated but also been neglected.

So to the prickly question: does the UK car buyer honestly care about Griffin-branded Vauxhalls any more? You suspect the majority of those signing up for a new Corsa, Astra, Mokka, Adam or Insignia today would be just as happy if their new cars had Opel's lightning flash on the



grille – provided there's no change to the practicality, versatility and value for money that the cars represent. But given that it remains a company producing more than 200,000 new vehicles in the UK every year, doing plenty of engineering here and employing tens of thousands of Britons, you can see why Vauxhall would want its company crest to mean a bit more to people.

Enter, then, a new small model with an identity to rekindle some warmth of feeling (at least among those with a long enough memory): the Viva city car. Although it's a size smaller than its popular 1960s namesake, the new Viva has a similar mission: to bring the Vauxhall brand to the widest possible audience via remarkable usability and value for money. Read on to find out exactly how remarkable we're talking.

DESIGN AND ENGINEERING

Vauxhall calls the Viva's styling "cheeky" – but it also claims that the car is the product of the firm's latest corporate design language, which aims for a sculptured, precise look at all times. It seems a curious combination when you think about it – and to most of our testers' eyes, it hasn't produced a particularly striking or characterful car here. The Viva looks pleasant and chirpy enough in isolation, but oversized →

WE DON'T LIKE Disappointing economy ■ Very modest equipment ■ Basic model isn't VED-free





 Rising accent lines on the bodyside add a certain amount of visual intrigue to the styling – but such flair is notable by its absence elsewhere.



 It's now more than half a century since Vauxhall introduced the original HA Viva. How much this nameplate will mean to modern city car buyers remains to be seen.



 Oversized tail-lights are one of the more successful design elements.
 Their contours form part of an arcing character line running the full width of the car and into each rear door panel.



• There's barely room for the fuel filler on the rear quarter panel. You wonder if the designers couldn't have made a feature out of it, perhaps by hiding the flap behind a hidden door.

ON THE INSIDE











MULTIMEDIA SYSTEM

The pickings here are about as slim as they get – short of not being offered a stereo at all. As it stands, the SE-spec Viva gets an FM/AM tuner and a 3.5in mini-jack 'aux-in' audio input – which feels about as close to the 1990s as we're likely to get without donning fancy dress.

The absence of a DAB digital tuner is hardly without precedent among the cheaper city cars, although the decision not to fit one is getting harder for any manufacturer to justify, even in something as cost-conscious as the Viva. After all, the technology can't be an expensive

addition to most in-car radios.

Having said that, the comparative lack of features means the Viva's monochrome liquid crystal display doesn't seem overloaded with functions and is easy to read and navigate. There's a physical shortcut button for practically everything it does, and you can turn the volume up or down and tune the radio via the remote control buttons mounted on the steering wheel.

USB and Bluetooth connectivity are among the features that come bundled on the more expensive Viva SL – a trim identifier that harks back to the original HA Viva of the 1960s.

← features and a few unexpected creases in the bodysides aren't really enough to distinguish it in a class containing more expressive entrants such as the recent Renault Twingo and Toyota Aygo.

But, in familiar mode, Vauxhall is evidently hoping that size and space can compensate for a general lack of visual charm. The Viva's dimensions place it among the larger cars in the city car class, it being quite a bit longer and wider than the Volkswagen Up, Toyota Aygo and all their respective related models. The Hyundai i10 and Fiat Panda are closer matches for its size, and, like the Hyundai and the late-arriving Suzuki Celerio, the Viva is designed as a true five-seater, with five doors and five seatbelts.

Like most cars in the class, the Viva is built around a steel monocoque underbody. The only engine on offer is a normally aspirated 1.0-litre three-cylinder petrol unit that's part of Vauxhall's latest generation of powerplants. It features an exhaust manifold integrated into the cylinder head, a hollow-cast crankshaft, a low-friction timing chain and an intelligent oil pump.

All of which should make the car at once light and efficient. But

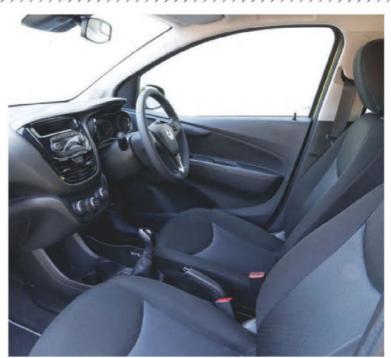
while the former is true enough (the Viva weighs in at less than 950kg on our scales), the latter is more questionable. Only one version of the car scores a sub-100g/km CO₂ emissions rating - the mid-range Ecoflex - and only then by a solitary gram. Still, that kerb weight - and relatively generous peak power and torque outputs - do at least promise sprightly performance.

The suspension – again, classic city car type with struts up front and a torsion beam at the back – is tuned for comfort. Double-boned bushings and side-load compensation springs are fitted at the front, both to the benefit of ride quality. The V-section rear twist beam, meanwhile, is mounted ahead of the axle line, from where it grants more dynamic tuning options, while the dampers are fixed behind the axle line, for greater mechanical advantage and more subtle ride control.

INTERIOR



The Viva's size advantage naturally pays dividends inside. Compared with the smaller end of the class, the Vauxhall feels roomy - especially →

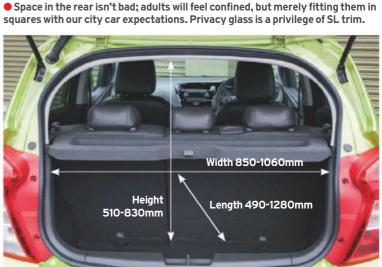


• Nothing wrong with the room here. Driver's seat adjusts for height, steering wheel for tilt. Larger bottles in the cupholders will meet your knuckles, though.



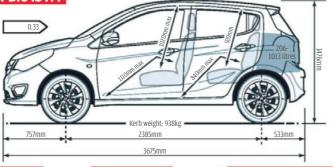
squares with our city car expectations. Privacy glass is a privilege of SL trim.





The boot rounds out a comparatively roomy theme. It's nearly 50 litres shy of a VW Up's, but the proportions suggest that a typical grocery shop ought to fit.

HOW BIG IS IT?



VISIBILITY

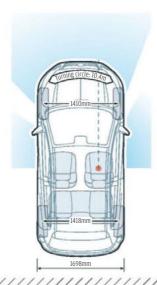
Typically good. Seating position is lofty and there's minimal metalwork to get in the way of the view out.

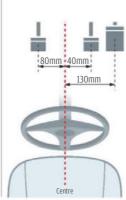
HEADLIGHTS

Fairly bog standard. The appropriate foglight flicks on when you're turning a corner, but the effect is not a dramatic one.

WHEEL AND PEDAL ALIGNMENT

Pedals are on the small side, but their spacing is fine. Wheel doesn't adjust for reach, although that's typical of the class.





ON THE ROAD

← up front, where a conventionally lofty seating position is accommodated without a rabbit hutch sense of confinement. Adults aren't restricted to the front seats, either, but while no one would want to cross a continent (or even a county) on the rear bench, it fulfils its no-fuss five-seater obligation. The 206-litre boot is also helpfully proportioned for modest, everyday loads.

Much of that, though, is virtually a city car given these days; what isn't is the quality of material fit and finish in these cars and the general sophistication (or otherwise) of the interior. The consistency of Vauxhall's cabins of late has shown itself to be the equivalent of poorly whisked custard, but the Viva follows the latest Corsa in supplying buyers with a smart, simple and apparently durable layout - even in the entry-level SE trim tested. It wins points for not attempting to thrust misconceived notions of 'funkiness' in your face, adopting instead the

Up's solidly grown-up approach to city motoring. Predictably, some of the materials employed aren't quite at the same level as those in the Volkswagen, but the mixture of matt and shiny plastics, along with the odd dash of metal effect, lean the car confidently towards a relatively convincing premium look.

Where the Viva leaks points is in missing items. The absence of an infotainment touchscreen previously a city segment rarity, now becoming a younger-buyer prerequisite - won't be remedied until a little later in the life cycle next January, when Vauxhall's secondgeneration Intellilink multimedia system becomes available. But while the omission of a slick touchscreen set-up is forgivable on an £8k car, the lack of basic connectivity for a phone as standard equipment is not. The deletion of air conditioning and Bluetooth is a common basemodel ploy among city cars (and a good reason for their low appeal

among customers), but most of the Viva's rivals can at least lay claim to one USB port.

By making people choose between a car that can charge their phone and one that can't, Vauxhall might, in effect, have given the majority only one choice.

PERFORMANCE



If greater choice and the technology march of a digital world have left buyers unwilling to sacrifice certain interior features in their city car, the acceptance of modest performance from small-engined microcars is largely unchanged from 20 years ago. Where superminis come prepackaged with an expectation of a least a little vim, their smaller cousins are mostly required to simply move back and forth amenably, quietly and economically.

In most respects, the Viva fulfils

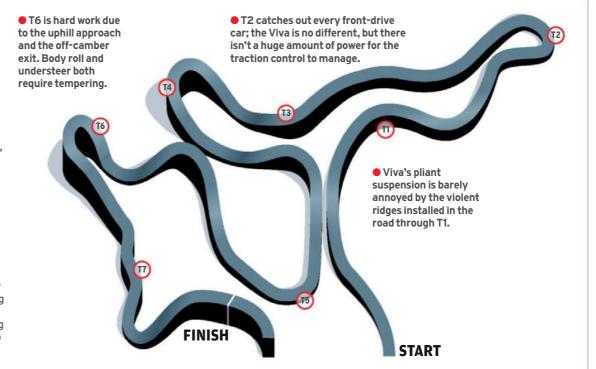
these obligations without fuss. The three-pot engine doesn't bristle with character like the best of its breed, but performing the opposite trick hardly sounding like a triple at all is fair recompense. The 1.0-litre unit is very smooth, considering the uneven cylinder count, and while it revs without much urgency, it does so without troubling the Viva's occupants with unwanted vibrations.

This is handy, because typically the car requires a little stoking to attain an acceptable speed. The absence of a turbocharger - the sticking plaster favoured by manufacturers to address low-end intractability is obvious enough, but no more so than among its similarly equipped rivals. In fact, from a standing start, the Viva stands itself in good stead, the 13.0sec it required to hit 60mph being generally better - or at least on par - with most competitors. Vauxhall says the Viva will top 100mph eventually, although we failed to do that within a standing

TRACK NOTES

The ideal commodity for tackling Millbrook's hill route is confidence. and the Viva, in the manner common to most small front-wheel-drive hatchbacks, delivers this in foolproof doses. Compared with the Suzuki Celerio - the most recent direct rival we've tested over the same course the Vauxhall feels a little more responsive, due to its quicker steering, but it doesn't settle quite as well on its suspension when the lateral load becomes testing.

The Vauxhall's tendency, arriving with all the predictability of sunrise, is to cling on for a well-telegraphed moment and then progressively unfasten its nose from your chosen line. The pace and angle of that line, it must be said, need not be particularly ambitious for the process to get under way, but given the respectable warning period, and the fact that it is typically entry speed rather than power sending you straight on, it isn't difficult to keep the Viva in check.



ACCELERATION 20deg C, dry

Vauxhall Viva 1.0 SE

Standing guarter mile 19.4sec at 71.8mph, standing km 35.8sec at 88.6mph, 30-70mph 14.1sec, 30-70mph in fourth 24.6sec











The result is a city car in the classic mould: undemanding, placid and highly tolerant of most conditions

mile – again, making it no different from the Celerio. From 30-70mph, there is practically nothing to choose between them, either, although, somewhat unexpectedly, the noise meter suggests the Celerio is a little quieter at high revs.

The Viva's real-world fuel economy, though, is less admirable. Vauxhall claims a quite respectable combined figure of 62.8mpg, but our True MPG testers recorded an average of 48.9mpg for the Viva. The equivalent Celerio, Twingo, Aygo and Skoda Citigo all recently surpassed this figure.

RIDE AND HANDLING



Assuming that the emphasis is on ease of use and relative comfort, the Viva proves a decent steer. Vauxhall's previous attempt to make a small car 'handle' provided us with the Adam, which turned out to be a model that was easily upset by an uneven road surface and easier still to dislike in its stiffer-sprung guises. Here, the manufacturer's abandonment

of contrived sportiness pays dividends, the result being a city car in the classic mould: undemanding, placid and highly tolerant of most conditions. 'Forgettable' could conceivably be added to that list of adjectives, too, but for most buyers that won't prevent it from aligning neatly with their expectations.

In that vein, the Viva's control surfaces feel spot on. The throw on the five-speed manual gearbox is a little long (not unusual for a Vauxhall 'box, yet noticeable here), but the gearchange itself is positive and light, as is the clutch pedal. The steering is predictably casual, too. It's insubstantial enough to make the lighter 'City' setting entirely redundant, although it's quick enough to seem like you're getting a decent response from the front end.

That the Viva's body moves around at higher cross-country speeds without the more sophisticated control of the Up or i10 is readily apparent, but not sufficiently so as to bother you much in the broad scheme of things. So, lackadaisically sprung, quiet and just the right side of unhurried, the Viva's progress is

agreeable, comfortable and benign.

It is at its best in town, where its naturally good visibility and compact proportions are of obvious benefit, but the relocation to A and B-roads is nevertheless seamless and its handling limitations are only encountered after plenty of warning (see 'Track Notes'). Motorways, similarly, are for the most part serenely dispensed with, with the occasional, inevitable shortfall in power compensated for by the prudent isolation of its occupants' ears and rears.

BUYING AND OWNING



The Viva's £8k entry-level price tag is certainly punchy, but it doesn't allow Vauxhall to claim an unequalled position among sub-four-metre hatchbacks on value for money. Presumably a fair chunk of margin is being left for Vauxhall's dealers to discount the car as and when they need to – just as they're used to doing with the Griffin's bigger models. But the firm is also talking up the Viva's

value with the offer of a particularly generous level of standard equipment – although that's a claim with only limited credibility.

The bottom-rung Viva has six airbags, cruise control, tyre pressure monitors and lane departure warning as standard, but it doesn't get air-con, it makes do with a stereo without DAB, it lacks Bluetooth connectivity and, as you've already read, even comes without a USB audio connection. Sorry, but we think that omission bears repeating in 2015 – even in an £8000 city car.

The Viva will get Vauxhall's nextgeneration Intellilink touchscreen multimedia system early next year as an option, with the promise of smartphone mirroring for both Apple and Android operating systems. But until then, the car is unlikely to find much favour with younger, tech-savvy buyers.

Our sources suggest that the Viva will retain its value quite well by class standards, but as these words were written, that fact wasn't reflected in particularly cheap personal contract purchase deals on the car offered through official channels.

VAUXHALL VIVA 1.0 SE A/C

On-the-road price £8490 £9035 Price as tested £3800 Value after 3yrs/36k miles **Contract hire pcm** na Cost per mile 26.6p Insurance/typical quote 3E/£291

EQUIPMENT CHECKLIST

Front, side and curtain airbags Lane departure warning **Alarm and immobiliser Heated door mirrors Cruise control with speed limiter Electric front windows** Air conditioning Fresh Green metallic paint £545 Rear parking sensors £275 14in steel spare wheel £110 Sunroof £500 Winter pack (inc heated front seats, heated steering wheel) £220 'R300 BT' audio system (inc AM/FM radio, USB connection and Bluetooth £175 media streaming) Options in **bold** fitted to test car = Standard na = not available

RANGE AT A GLANCE

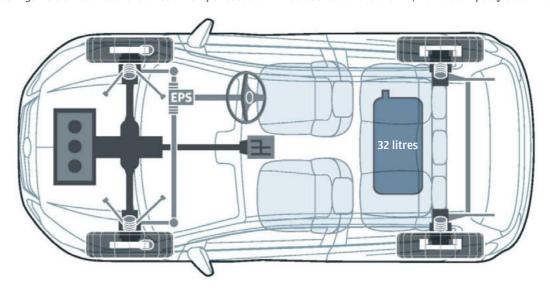
ENGINES POWER FROM 1.0 74hhn £7995

TRANSMISSIONS

5-spd manual

TECHNICAL LAYOUT

Typical steel monocoque construction. Transverse 1.0-litre three-pot petrol engine and five-speed manual transmission are the only powertrain options. Strut suspension at the front features side-load compensation springs and double-bonded bushings. Torsion beam at the rear has a V-shaped section and mounts ahead of the axle line, with the dampers just behind it.



ENGINE

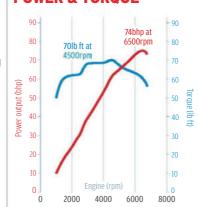
Installation Front, transverse, front-wheel drive 3 cyls in line, Type 999cc, petrol Made of Aluminium block and head

74.0mm/77.4mm Bore/stroke **Compression ratio** 10.5:1 Valve gear

4 per cvl

74bhp at 6500rpm Power 70lb ft at 4500rpm **Torque** Red line 6800rpm Power to weight 79bhp per tonne 75lb ft per tonne Torque to weight **Specific output** 74bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction Steel monocoque Weight/as tested 938/929kg **Drag coefficient** 0.33 Wheels 6.5Jx15in 185/55 R15, **Tyres** Continental ContiEcoContact5 Mobility kit Spare

TRANSMISSION

Type 5-spd manual Ratios/mph per 1000rpm 1st 3.64/4.2 2nd 1.86/8.3 3rd 1.19/13.0 4th 0.95/16.2 5th 0.76/20.3 Final drive ratio 4.44:1

ECONOMY

TEST (TRUE MPG) Urhan 42.7mpg Extra-urban 55.0mpg Average 48.9mpg 50.4mpg **CLAIMED** Urban Extra-urhan 72.4mpg Combined 62.8mpg

> Tank size 32 litres 345 miles **Test range**

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar **Rear** Torsion beam, coil springs

STEERING

Type Electro-mechanical, rack and pinion Turns lock to lock 2.7 Turning circle 10.4m

BRAKES

Front 236mm solid discs 200mm drums Rear

Anti-lock Standard, with Brake Assist

CABIN NOISE

Idle 48db Max revs in 3rd gear 78db 30mph 63db 50mph 69db 70mph 71db

SAFETY

ABS, ESP, EBD, TC, Brake Assist **EuroNCAP crash rating Not tested**

EMISSIONS & TAX

CO₂ emissions 104a/km Tax at 20/40% pcm £20/40

ACCELERATION

MPH	TIME (sec)	
0-30	4.3	
0-40	6.4	
0-50	8.9	
0-60	13.0	
0-70	18.4	
0-80	24.6	
0-90	39.3	
0-100		
0-110		
0-120	-	
0-130	-	
0-140	-	
0-150	-	
0-160	-	

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th
20-40	4.8	8.1	-	-
30-50	5.0	7.9	11.5	16.9
40-60	-	8.2	11.6	17.9
50-70	-	9.1	13.1	19.0
60-80	-	10.9	16.2	25.6
70-90	-	-	23.1	-
80-100	-	-	-	-
90-110	-	-	-	-
100-120	-	-	-	-
110-130	-	-	-	-
120-140	-	-	-	-
130-150	-	-	-	-
140-160	-	-	-	-

MAX SPEEDS IN GEAR

29mph 88mph 106mph* 6800rpm 6800rpm 5226rpm 56mph 106mph 6800rpm 6533rpm *claimed

RPM in 5th at 70/80mph = 3451/3944

RESIDUALS



No flies on the Viva here. After three years and 36,000 miles, it should beat both a Celerio and Citigo.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Viva, contact Vauxhall Customer Services, Griffin House, UKI-101-135 Osborne Rd, Luton, Bedfordshire LU13YT (0800 026 0034, Vauxhall.Co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with Clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 065 161, Iv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).



Read all of our road tests autocar.co.uk

AUTOCAR ROAD TEST

No 5225

Vauxhall Viva 1.0 SE A/C

AUTOCAR VERDICT ★★★★☆

Competent and practical but with no clear advantage in a competitive class



learly Vauxhall has not tried to break the mould. As a city car, the Viva follows closely in the wake of existing class leaders but does nothing to suggest it ought to be ranked above them. Such is the quality of its rivals that even a passable imitation of them tends to measure up. So it is with the Viva. By tucking a larger model's interior ambience, refinement and rolling comfort into a compact setting that still seats five, Vauxhall has delivered the sort of city car that sensible customers are surely hoping for. It's also competitively priced and acceptably cheap to run. Nevertheless, the undertone of 'must do better' lingers. The Viva is a reminder that Vauxhall has been making small, affordable cars like this for well over half a century now, and despite its smallest, cheapest model being one of its better recent efforts, you can't help wondering if the manufacturer has forgotten how to build a bona fide standout prospect.

TESTERS' NOTES



MATT **SAUNDERS** As a parent of young kids, I'd happily

sacrifice a lot of the standard kit of SE spec for electric rear windows I could isolate from the front. They're not even an option. But at least I get power steering with a 'city mode'...



CACKETT As an avoider of vouna kids, I'd

happily sacrifice the Viva's lane departure warning and tyre pressure monitoring systems for a standard USB socket.

SPEC ADVICE

If you can, hold fire until the multimedia improvements come along next year. Then buy a car with Intellilink and air-con, leaving the rest of the options boxes well enough alone.

JOBS FOR THE FACELIFT

- Improve the realworld economy and on-paper CO₂ emissions. Make the entry-level model better equipped.
- Avoid the temptation to stiffen up the suspension.



Model Power **Torque** 0-60mph Top speed (claimed) Fuel economy (combined) Kerb weight (claimed) CO₂/tax band

Verdicts on every new car, p76



VOLKSWAGEN
Take Up 1.0 5dr
£9140
59bhp at 5000rpm
70lb ft at 3000rpm
14.4sec (claimed, to 62mph)
99mph
62.8mpg
929kg
105g/km,16%

VW's take on city motoring is still the class's outstanding effort. Worth the price.

Juggles practicality, equipment and value very well. Sensible rather than desirable.

HYUNDAI

i10 1.0 S 5dr

14.7sec

96mnh

60.1mpg

108g/km, 16%

933ka

65bhp at 5500rpm

70lb ft at 3500rpm



SUZUKI
Celerio 1.0 SZ3 5dr
£7999
67bhp at 6000rpm
661lb ft at 3500rpm
12.9sec
96mph
65.7mpg
835kg
99g/km, 14%

Plenty of performance and space for a bargain price. Decent to drive: frugal, too.



'IAT
anda 1.2 Pop 5dr
9375
8bhp at 5500rpm
5lb ft at 3000rpm
4.2sec (claimed, to 62mph)
)2mph
5.4mpg
40kg
9g/km, 18%

New-gen competition has made it look pricey but not short of charm on any front.



VAUXHALL
Viva 1.0 SE A/C
£8490
74bhp at 6500rpm
70lb ft at 4500rpm
13.0sec
106mph
62.8mpg
938kg
104g/km,15%

Another Vauxhall misses the podium. Practical and comfy but short on vouthful appeal

YOUR VIEWS

Write to Autocar autocar@haymarket.com

LETTER OF THE WEEK

Sizing up the BMW 2 Series Active Tourer

Reader Nic Crosthwaite asks where the BMW 2 Series Active Tourer fits in the marketplace (Your Views, 1 July). The answer would seem to be that it is a handy size – a good five-seater that fits in the average domestic garage and most parking spaces.

I changed from a 3 Series to an X1 for this reason, because the Three had grown too large for my liking. The latest X1 looks even better than the Active Tourer.

Clive Williams

via email



PRICE POINT

An important comment on your excellent Jaguar XE road test (8 July). I would love to have ordered a new XE, but because of the exceedingly poor residual values, I have not.

As most of us buy our cars on finance, the monthly cost of ownership is of vital importance for individual or company cashflow. Equivalent deals with the competition are significantly cheaper. Why? Because the Germans companies own their finance companies and Jaguar doesn't. If Jaguar doesn't address this, I fear it will have an uphill battle selling in the numbers anticipated.

Barry Coupe

Blandford Forum

BUILD A NOMAD XL 4X4 EV

The Ariel Nomad needs a bigger brother, and its development need not be difficult. It should have a similar overall

appearance but a 3.5m wheelbase, 37in-tall tyres and electric 4x4 power. Real off-road prowess, no scowling pedestrians, Tesla Model S P85D performance, and it would cost buttons to run. If only...

Steve Ford

Haydon Bridge Land Rover did an electric Defender. Will that do? – MB

EFFICIENT DYNAMICS

I read Matt Saunders' comparison on the Mercedes-AMG C63 S and its rivals with interest ('Don't Spare the Horses', 1 July). It got me thinking that current metrics don't seem to accurately reflect the effort being put in by engineers of all disciplines to increase efficiency while keeping hold of the old-school values car enthusiasts love.

Specific outputs and bhp per tonne go some way to telling the story, but



what about specific efficiency? In other words, brake horsepower per unit of CO_2 emission.

Ignoring EVs and PHEVs for obvious reasons, the 1July issue contains some likely candidates. Mercedes-AMG C63 S, specific efficiency (bhp/g/km x100) of 262; BMW M3, 219; Vauxhall VXR8, 159.

Surely it's now time to doff our caps to these 21st century magicians of metal.

Mike Spencer

via email

AUTONOMY CONCERN

The increasing promotion of autonomous vehicles may have a serious security dimension.

Do any of the many security services globally have concerns about their use as terror weapons? In the increasingly troubled times we live in, autonomous cars could provide an ideal delivery system for large volumes of high explosive without the need for 'suicide' drivers.

I sincerely hope that this is being considered as part of evaluating this technology.

Paul Fellows

Castletown, Isle of Man

IF THE CAP FITS

Having noticed a number of your testers (Messrs Prior and Saunders) sporting flat caps while at the wheel of various high-performance machines,

AUTOCAR What you're saying on autocar.co.uk New Audi A4 revealed

All this does is take conformism to the next level. Audi used to be interesting, like the people who drove them.

JIMBOB

Place A3 saloon on photocopier. Press 125% then press go. Cross out 3 and write 4 next to it. Job done. That Avant must have really taxed them, though.

Cheltenhamshire



At first I thought 'rubbish', but a 2.0 petrol quattro Avant looks a useful-sized all-rounder.

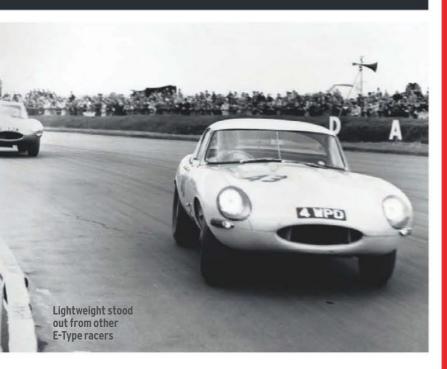
jer

I like this. It's much less vulgar than recent

Audis and the clean lines will age well. oaffie

Love the interior, except for that afterthought of a stick-up screen! Paul Delgarno





I was wondering if this is some form of hipster throwback to 1950s motoring, or are these in fact Kevlar racing lids in disguise?

Yours sartorially baffled.

Angus Tennant

via email

The rest of us are convinced there's one magical cap full of driving talent and they share it between them - MB

POTHOLE HELL

It sounds like the proposed technology in future Jaguars for reporting potholes has no practical value.

In the UK, if you phone up your local council to report a pothole, you will be ignored in virtually all cases. There are potholes everywhere. They will only actually repair the pothole if it is bad enough to damage your alloy wheel or suspension and you make a claim against them for the remedial costs.



So what good is a Jag that emails your local council about an identified pothole? In the unfortunate event that you buckled your wheel, if the Jag was able to self-diagnose the damage, photograph the buckled wheel for you and automatically fill out a claim form and submit it, then that would really be useful!

Patrik Askert

via email

LIGHT FANTASTIC

Before Jaguar announced it was to 'carry on' building the Lightweight E-Type after a gap of 50 years, I had assumed the original 12 had faded quietly into history, but now that Steve Cropley has driven the new one (24 June) they are very much back in the headlines.

In the early 1970s I was assistant clerk of the course at a circuit sprint meeting where two Lightweights were entered. Compared with other competing E-Types, the Lightweights looked different, sounded different and, most of all, cornered flat and very fast, just as Cropley described them.

Stuart Underwood

Weston-super-Mare

FAN POWER

How typical of the current F1 regime that, having asked fans what they think, they are now pronounced as being wrong, with cautious reactions to two recent fan surveys.

It is surely evident that reducing downforce, opening up engine regulations, allowing refuelling and tyre competition and ceasing radio contact is needed.

As long as the team bosses have a say, they will simply vote to justify their elaborate organisations.

Gerard van Dam

Gloucester

Inside the magazine - on sale 22 July



Mazda CX-3 Full assessment of the new crossover with Nissan's Juke in its sights



FIRST DRIVE

McLaren 675LT Lighter, more focused 650S

MOTORSPORT Radical racing

An update on our racing novice's progress in the Radical SR1 Cup



BMW X1 First impressions of Munich's completely re-engineered compact SUV

OUR CARS

A week in the life of Autocar's fleet

AUDI

AUDI TT BMW ACTIVE TOURER

N CITROEN VE C4 CACTU

N FERRARI Tus FF FORD

FORD

Luc Lacey

HYUNDAI

KIA SOUL EV

Aaron Smith Hilton Holloway

LAND ROVER
DEFENDER





about the latest addition to the Autocar long-term fleet. We've had our share of superminis, regular hatchbacks, coupés and even the odd supercar in recent months – but now, at last, they've been joined by a baby crossover: the Mazda CX-3.

It had to happen because, well,
British buyers have been jumping
across to jacked-up small cars ever
since the Nissan Juke burst onto the
scene five years ago. On the quiet,
many a European car industry exec will
admit that small SUVs are likely to be
the only real area of growth for lots of
mainstream manufacturers. So we'd be
doing you a disservice if we didn't give
at least one of them a real-world test.

Mazda insiders will tell you that

the CX-3 is a 'next generation' small crossover – which is to say that it is designed to not only take on existing products, such as the Juke, Renault Captur and Citroën C4 Cactus, but also square up to the upcoming Honda HR-V, not to mention the small SUVs currently under development by the VW Group.

The pricing reflects this because – and there's no easy way of saying this – the CX-3 is not a cheap car. The Juke and Captur have entry-level editions for around £14,000; the most affordable version of the Mazda (on paper, at least) is £17,495. Give in to the temptations offered by higher-spec models and the options list and your CX-3 could easily break through £26,000.

It won't, though – because the CX-3 is a car designed for finance schemes.



OUR CARS

LEXUS NX300H

MAZDA 2

MAZDA CX-3

MERCEDES-BENZ PORSCHE
E-CLASS ESTATE PANAMERA

RANGE ROVER SPORT

RENAULT MEGANE RS

RENAULT TWINGO

SEAT FON X-PERIENCE

SKODA Fabia

SKODA

SUZI IA CELE

SUZUKI CELERIO

VOLKSWAGEN GOLF R





































An elevated driving position and sweet oily bits could make the CX-3 a popular choice

Mazda has already got some of its PCP rates out there, and while it hasn't slapped the 0% offers onto the new arrival, the headline figures of around £230 per month will be enough to get people on board. The list price won't matter, in effect.

Our car would currently cost you £239 per month, based on a deposit of around £4000, a 43-month contract and 9000 miles per year. We've gone for the 118bhp 2.0-litre front-wheel-drive petrol edition, in SE-L Nav trim level. There are a few reasons behind our choice, not least the fact that SE-L Nav

doesn't step up the wheel size in the same way that Sport Nav trim does. Our experience of the CX-3 so far is that it is firm even on its standard 16in wheels; the 18s are worth avoiding.

It's not as if SE-L Nav feels sparsely equipped, either. You get DAB radio, Bluetooth, air-con, automatic headlights and wipers, rear parking sensors and rear privacy glass as standard. And as the name suggests, you also get navigation built into Mazda's excellent multimedia system, which is based on a 7.0in touchscreen mounted high up in the centre of the

dashboard and operated by a dial sited between the front seats.

The CX-3 promises to do lots of the basics pretty well. We know from the 3 that Mazda's normally aspirated 2.0-litre petrol engine is smooth and flexible (albeit short on the low-down punch that would come with the addition of a small turbocharger). The six-speed manual gearbox has a pleasingly mechanical shift action, while the steering is nicely weighted and precise.

Equally, we expect the Mazda to have the typical pitfalls of a small SUV. There's enough room for a couple of adults up front, but only kids can really get comfortable in the back. The boot is actually pretty respectable for the class – with a capacity of 350 litres, or enough space for a weekly shop –

but that's little bigger than you'll find in plenty of superminis.

We think our expectations are pretty realistic, therefore; we don't predict that the CX-3 keys will be fought over by those after a practical car. We would like to think that the mixture of the elevated driving position and some sweet oily bits could make it a popular choice for those just after a relaxing drive. The car's custodian, Mel Falconer, has got a year to prove this theory, starting now.

john.mcilroy@haymarket.com

Mazda CX-3 2.0 Skyactiv-G 120PS SE-L Nav

Price £19,595 Price as tested £20,135 Options
Pearlescent paint £540 Economy 35.0mpg
Faults None Expenses None



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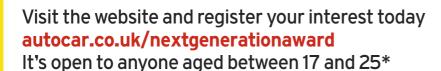


















The Autocar-Courland Next Generation Award was launched in 2009 by Autocar in partnership with Courland Automotive and the Society of Motor Manufacturers and Traders to find and nurture bright new talent for the automotive industry. *autocar.co.uk/nextgenerationaward/terms for full terms and conditions



Mileage 3320 A fully laden family holiday in France helps to highlight our hybrid SUV's strengths and weaknesses

ur NX has already impressed us with its ability to glide around town in comparative silence, but the pleasure of its comfortable seats and luxurious interior can sometimes be spoilt by its jiggly ride, which doesn't seem to settle down at higher speeds on UK roads. Worse, meet a gaping hole or an unexpected bump around town and the NX's suspension seems to shut up shop, with the resulting thump transmitted rather too readily into the occupants' spines. Considering the suave nature of the rest of the car, such behaviour is unexpected, to say the

However, a quick half-term dash to France showed the NX in a new light. It took me only as long as it takes to reach the first proper road after departing

from the ferry at Calais to note that the Lexus was much better suited to the smoother roads on the other side of the Channel. After a few hours on the autoroutes, I realised I hadn't given the ride any thought at all, and nor had my usually discerning family. Added to that, there was noticeably less road noise, so, with those distractions removed, there was nothing left to do but switch the driving mode to Eco, set the cruise control at France's legal limit and sit back and revel in the NX's milecrunching abilities.

But, alas, such bliss wasn't to last. Our destination was Annecy, away in the south near the Swiss border, some 540 miles from Calais, Long before we got anywhere near there, however, it became apparent that

the NX had developed something of a thirst. Filling up the tank revealed its fuel consumption to be a disappointing 28mpg, a figure we were to repeat again later on. To make matters worse, with a fuel tank capacity of just 56 litres, our full-to-empty range worked out at a mere 340 miles, which meant, erring on the side of caution on roads we didn't know, frequent pit stops.

Of course, this illustrates that motorway journeys are not what hybrids such as this one do best. The hybrid part isn't really helping out much at higher speeds, so what you have, in effect, is a large and heavy car being propelled by a petrol engine.

In fairness, the NX was fully loaded up with four people and their luggage. Back in the UK, we had even had initial doubts about its suitability for the holiday. The boot, at 475 litres, is a little down on the capacity offered by rivals such as the Audi Q5 and BMW X3, and, despite very careful packing, it didn't take long to fill it. This left a great deal of the remaining holiday paraphernalia to be littered around the car's (thankfully quite spacious) interior, mostly around the passengers, on the empty middle rear seat and on the floor.

Once we'd arrived, though, the NX proved to be an ideal holiday workhorse. The raised driving position was useful, and it pottered quietly through the pretty villages that border Lake Annecy, its climate control keeping us cool and its economy improving to 34mpg.

However, if I were to do a similar journey again, I have to admit there are at least two other cars on our fleet that I'd seek out ahead of the NX300h: Barnaby Jones's Audi A6 Avant or Matt Burt's Skoda Octavia Estate. Both of these cars have more practical load bays than the Lexus, are better to drive and, being 2.0-litre diesels, would have been much easier on the pocket. mark.pearson@haymarket.com

Lexus NX300h Premier

Price £42,995 Price as tested £44,640 Economy 32.6mpg Faults None Expenses None Last seen 10.6.15





The NX was thirsty on the autoroute, so fill-ups were frequent Boot isn't huge, but the roomy cabin helped swallow all the kit

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Mileage 8195 We've opened ourselves up to daily scrutiny with a plug-in data recorder

ig brother is watching: I've had a telematics black box installed on the Skoda Octavia. There's plenty of variety in the black box market these days, but the system I'm using is called In-Car Cleverness, developed by a clever chap named Martin Bramwell.

Like many systems, it reads data from the ECU via the OBD port and can be installed in about 20 minutes. The cost is £276 fitted, including a 24-month subscription, and £5 a month thereafter (go to onboard.co.uk for more details).

The box generates a dizzying amount of data. It can monitor driver behaviour and provide journey reports, presenting the information via a computer or phone app. It would be particularly useful to fleet managers who operate and monitor large numbers of vehicles.

In-Car Cleverness can also track





cars and inform you if the vehicle visits a high-risk location such as a shipping port, from where it might leave the country, or a race circuit, where it might be used for surreptitious track hoonery. The latter could set alarm bells ringing the next time I drive to a BTCC event.

So what have Hearned about my driving? The good news is that my score is 9.2 out of 10, and although I might be subconsciously aware of the black box watching my every move, I don't think I'm wilfully adapting my driving to suit.

The score is derived by recording 'incidents' of excessive acceleration and braking, along with engine revs and idling, the latter being a key factor in a car fleet's average economy. I'm scoring poorly for excessive braking, which I suspect occurs during my stop-start M3 commute. It's something to work on.

I think the Octavia's low-key docility is a big factor in my good score. There never seems to be a need to rush, it offers good all-round visibility and is easy and intuitive to operate - pretty much perfect for my purposes, then.

I'm certain that if the kit had been fitted to the more engaging Seat Leon Cupra I used to run, the results wouldn't have made for such happy reading. matt.burt@haymarket.com

Skoda Octavia Estate 2.0 TDI Elegance

Price £24,580 Price as tested £27,205 Economy 52.5mpg Faults None Expenses None Last seen 17.6.15



Mileage 14,196

Having run without a hitch for the past 14,000 miles, our V60 has suddenly developed a faintly needy temperament. Only faintly needy, mind, and nothing has happened beyond the sphere of normal expectation for a hard-working

long-termer. It's just that so much flawless service thus far had led us to believe that the car wouldn't need so much as its tyre pressures checked.

For the past few weeks the Volvo has been politely reminding its driver that a scheduled service is due. More of which next time, once a dealer has

had a chance to do the necessary and report anything of interest.

At about the same time that its service alert started alerting, the V60 got hobbled with a puncture. Road tester Vicky Parrott ran over an angrylooking chunk of metal one evening, then returned to the car the next day to find the consequent deflation that was to make her late for a flight.

At this point we should emphasise the worth of ordering a spacesaver spare with your V60, because even a car as sensible as this doesn't come with one as standard. What's more, the puncture wasn't the sort that could have been addressed with expansion foam; but for the tick of a £150 option, the car would have been immobile.

So the spaces aver went on and stayed on for a couple of days, before it fell to me to organise a replacement Pirelli Cinturato P7 from my local fitter. It wasn't in stock at TW Tyres in Rugby at the time I called, but it took less than 24 hours to arrive and 15 minutes to fit. The cost was £116 all in - pretty reasonable.

Normal service was resumed, and for the next few days the V60 served as daily transport for me during a short stint on jury service in Leamington Spa. It's hard to think of a more suitable car for such an august and weighty responsibility, either. Rarely has my car, or my daily routine, felt more grown-up. matt.saunders@haymarket.com

Volvo V60 D4 Geartronic SE Lux Nav

Price £33,245 Price as tested £36,370 Economy 47.1mpg Faults Mirrors squeak when auto-folding **Expenses** None Last seen 17.6.15



Bargain new and used motors



The fast French connection

Renaultsport hot hatches are not only a hoot to drive but, says James Ruppert, also exceptional value

on't know about you, but it seems to me as though the hot hatch is back with a bang. Those buying new are spoilt for choice, whether it's the reborn Honda Civic Type R or the Vauxhall Corsa VXR. There's something for everyone who wants to have more fun in regular driving conditions than they ever could in a supercar. Plus the shopping run is easier to deal with.

The latest Renault Clio Renaultsport 220 Trophy, I think, has a confusing name, but it is an intriguing proposition. New, that is. The thing is, though, that the pocket performance Renaults have always been incredible value used.

Clio 172 Cups are light and quite fantastic fun to drive. They can be found for as little as £1000 now, and you'll get a later 2002 or 2003 example for just over the £1200 mark. Some of them have the usual boy racer mods that you would expect and quite often avoid, but sometimes the Eibach springs and suspension mods make things better, although rechips may not.

There are plenty of write-offs at this level, too, so you should be looking for the nearest thing to a full service history that you can find. They are out there, and with recent cambelt changes, too.

Still below £2000 are Clio 182s. That's 10bhp more than a 172, which is a good thing, especially if it's tidy. A well-specced Cup is all you need.

Or maybe you should trade up to a Mégane RS, specifically the 225 turbo. Just look at it. The styling is wonderfully



odd in a way that only French cars could be and rarely are these days. About £2500 gets you into a mid-2000s example. There's a 2.0T VVT Sport GT if you want a couple of extra doors, and that will be from around 2007.

It's worth looking out for some of the special editions, such as the Mégane F1Team, which has Recaro seats, funky black 18in alloys and a numbered plaque. The beefed-up suspension and

Clio 172 Cups are light and quite fantastic fun to drive. They can be found for as little as £1000 now





BANGERNOMICS BEST BUYS



READER'S CAR: TOYOTA YARIS

Meilvr Williams has a 2002 Tovota Yaris 1.0S. He bought it in 2004 for £5000. It has no power steering or any toys, just a radio/cassette and ABS.

"It's now up to 124,600 miles," he says. "I've had the normal wear and tear – exhaust, brakes, bulbs – but apart from serviceable items, the only things I've had to change are the alternator, a nearside wheel bearing and the wiper linkage. It still uses the original clutch, suspension and discs. Pads have been changed twice, drum shoes 18 months ago."

SEND YOUR BANGERNOMICS TALES TO JAMES

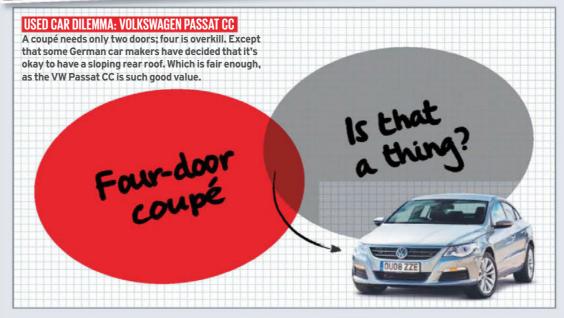
Twitter: @Bangernomics Email: james@bangernomics.com



recalibrated steering made a great car even greater, so the asking price of less than £4000 out of the classifieds makes it feel like something of a steal.

The 2006 F1 in particular is one for the investment garage. It may have to depreciate a bit more, but here's one hot hatch that has all the hallmarks of bouncing back in value. One of the nicest I found was just over £5000 - a proper example with a ton of Renault service history and even recent cambelt work, which should seal the deal.

There are other recent interesting Renaults that deserve a second look, but the Renaultsport range is one that deserves any performance buyer's close attention. Used hot hatches never really went away.



Mcars by another name

BMW's M division has produced generations of high-performance icons, but not every one of them has been called an M car.

Alastair Clements picks the best examples

1 BMW 320is (1987-1990)

Like the idea of an M3 but not being chased by B-road heroes? The 320is was the perfect blend of standard E30 shell and a 194bhp shortstroke version of the M3's 16-valve four-pot, with its reduced 1990cc capacity sneaking it under Italy's and Portugal's 2.0-litre tax band. It even had the same Getrag dogleg

gearbox and locking diff, plus 'BMW M Power' script on the cam cover.

Unlike an M3, however, it doesn't feature a stiffened, lightened body. Pick a four-door, which came without a bodykit, and you have the perfect sleeper car from as little as €15,000 if you trawl the classifieds in mainland Europe.



BMW 2002 Turbo (1973-1975)

You won't find an M badge, but check out those stripes. A KKK turbocharger added 40bhp to the 2002tii's 1990cc M10 motor, giving 170bhp and 130mph. It was far more than simply an engine transplant, though; the shell and suspension were stiffened and a bodykit proclaimed the car's potency.

All 1672 that were built were left-hand drive and came in white or silver. You'll pay £50k for a good one, despite the 2002tii being a sweeter drive.

BMW 745i (1984-1987)

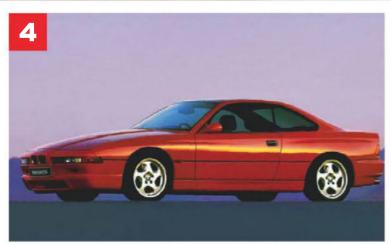
The fact that BMW won't make an M7 frustrates barge fans, but if you seek a Seven with M blood in its veins, there's a super-rare South African version.

The Cape's 745i got the M1's 286bhp, 3453cc twin-cam M88 unit, and unless

you could spot the M5 brakes, there was no identifying this M wannabe. Only the Nappa leather and discreet logos on the dials gave the game away inside. If you can find one (only 209 were built), our quess is that you'd pay £30k-£40k for it.







BMW 850CSi (1992-1996)

The elegant 850CSi has never been revered like its ancestors. Why? In 850i form it was about as exciting as a Jaguar XJ-S, but while the 550bhp M8 remained a prototype, at least the techno-wizard CSi made it out of Munich. This M car in

all but name featured motorsport DNA in its 380bhp 5.6-litre V12, vast ventilated brakes (from the M5) and reworked suspension with rear-wheel steering.

Just 1510 were built. Look to pay upwards of £20k for decent one today.

BMW 3.0 CSL (1971-1975)

The Coupé Sport Leicht homologation special was BMW Motorsport GmbH's first road car. Aluminium panels and bucket seats helped to shed 200kg from the standard car, while a fabulous M30 straight six and uprated suspension

completed the package. You could opt for a race kit on later cars, with rubber air quides on the nose and a huge spoiler.

You're unlikely to find much for less than £50k, and a pukka 'Batmobile' could be four times that.



NEW CARS

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Autocar's star ratings explained

****	Inherently dangerous/unsafe.
	Tragically, irredeemably flawed.
****	Appalling. Massively
	significant failings.
→ <>, <>, <>, <>, <>, <>,	Very poor. Fails to meet any
AAAAA	
A A A A A	accepted class boundaries.
MMMMM	Poor. Within acceptable
	class boundaries in a few areas. Still
	not recommendable.
****	Off the pace. Below average in
	nearly all areas.
****	Acceptable. About average in key areas, but
	disappoints.
***	Competent. Above average
	in some areas, average in others.
	Outstanding in none.
****	3
****	Very good. Very competitive
	in key areas, competitive in
	secondary respects.
****	, .

	leading in key areas, and in some



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

ways outstanding. Brilliant, unsurpassed. All but flawless.

Make and Mode Price Bhp CO ₂ g/km Insurance group		Price	Bhp	CO ₂ g/km Insurance group	Make and Mode	Price	Bhp	CO ₂ g/km Insurance group	Make and Mode	Price	Bhp	4 00
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	al the best	★★			1.6 TDI 110 ultra SE Technik	£22235	108		2.0 TDI 177 Black Edition	£33250	175	
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		£18725 £19520		117 21 112 25	1.4 TFSI 150 SE 1.4 TFSI 150 Sport	£26125 £27525		116 24 116 25	3.0 TDI V6 245 quattro A5 5dr sportback Refined for	£38265		
		£25420		162 33	1.8 TFSI 180 S line Au	£32895		133 29	on charm or finesse	± ★ ★		
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		£17405		92 19	2.0 TDI 150 S line	£31125		115 27	1.8 TFSI 170 SE Technik	£29900		
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.4 TB 120 Progression £18450 118 149 16 attra	ctive package	***	r★☆	7	1.8 TFSI 180 Sport	£29265	178	140 29	2.0 TDI 136 ultra SE	£30435	138	8
		£17350 £19345		118 21 119 21	1.8 TFSI 180 quattro Sport 1.8 TFSI 180 S line	£32225 £31415		154 29 140 31	2.0 TDI 136 ultra SE Technik 2.0 TDI 150	£31385 £30100	138	
		£20140		112 25	1.8 TFSI 180 quattro S line	£34415		157 32	2.0 TDI 150 2.0 TDI 150 Black Edition	£35935	148	
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		£16050		92 19	1.6 TDI 110 SE	£26225		110 17	2.0 TDI 150 SE	£31870	148	
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.6 JDTM 105 Distinctive £20750 103 114 16 A3 3	Idr hatch Classy interior, s	stable har	ndling a	and good	2.0 TDI 184 Sport	£30245		117 30	2.0 TDI 177 quattro Black Edit			
	es. Second only to the Golf				2.0 TDI 184 S line	£32395		119 31	2.0 TDI 177 quattro S line	£35465	175	
	FSI 110 SE DI 110 ultra SE Technik	£18615 £21615		117 17 89 17	2.0 TDI 184 quattro S line 2.0 TDI 184 quattro Sport	£35435 £33285		134 31 132 30	2.0 TDI 177 quattro SE 2.0 TDI 177 quattro SE Technik	£32475 £33825	175	
	DI 184 quattro S line	£29945		129 26	A4 4dr saloon Highly compete				2.0 TDI 177 SE Technik	£32170	175	
	DI 184 quattro Sport	£27795		127 26	leaves the dynamic finesse to its				2.0 TFSI 225 quattro Black Edi		222	
	DI 184 S line DI 184 Sport	£27035 £24885		114 28 112 27	2.0 TDI 150 Black Edition 2.0 TDI 150 S line	£31005 £30230		119 24 119 23	2.0 TFSI 225 quattro S line 2.0 TFSI 225 quattro SE	£36370 £33260	222	
2.0 T	FSI 300 quattro S3	£30980		162 36	2.0 TDI 150 SE	£28855		127 23	2.0 TFSI 225 quattro SE Techni		222	
	FSI 110 Sport	£20015		117 17	2.0 TDI 150 SE Technik	£30275		127 23	3.0 TDI 204 Black Edition	£38485	201	
33 2dr coupé Rapid, usable and cheaper alternative to 1.2 TI n M3 ★★★☆ 1.4 TI		£22125 £19915		114 18 122 18	2.0 TDI 177 SE Technik 2.0 TFSI 225 quattro Black Edi	£29620		120 27 155 33	3.0 TDI 245 quattro Black Edit 3.0 TFSI 333 quattro S5 Black		242 328	
		£21315		122 19	2.0 TFSI 225 quattro S line	£34500		155 33	1.8 TFSI 170	£26780	168	
33 4dr saloon Rapid, usable and cheaper alternative to 1.4 TI		£23465		124 20	2.0 TFSI 225 quattro SE	£31645		155 32	1.8 TFSI 170 SE	£28550	168	
	FSI 150 SE ACT FSI 150 Sport ACT	£20765 £22165		109 23 109 23	2.0 TFSI 225 quattro SE Techni 1.8 TFSI 120 SE	£32945 £24385		155 33 151 19	1.8 TFSI 170 S line 3.0 TFSI 333 quattro S5	£31540 £42990	168 328	
B3 CONVERTIBLE 2dr open Rapid, usable, cheaper 1.4 TI		£24315		111 24	1.8 TFSI 120 SE Technik	£25685		151 19	2.0 TDI 177	£29050	175	
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.O S Biturbo £51350 394 225 - 1.6 Ti	DI 110 ultra SE	£20865		89 17	1.8 TFSI 170 S line	£28855	168	134 26	A5 2dr coupé High class, goo	d-looking	coupe	Э.
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		£22215		108 21	3.0 V6 333 S4 Black Edition	£40685		178 36	1.8 TFSI 170 S line	£31790	168	
5 Biturbo £71950 500 252 - 2.0 T	DI 150 SE Technik	£22965		108 23	2.0 TDIe 136 SE Technik	£28600	134	112 23	2.0 TFSI 225 quattro Black Edi		222	
	DI 150 Sport DI 150 S line	£23615 £25765		108 21 109 21	2.0 TDIe 136 SE 2.0 TDI 163 Ultra SE	£27600 £28320		112 23 109 27	2.0 TFSI 225 quattro S line 2.0 TFSI 225 quattro SE	£36620 £33995		
	Idr saloon All the A3's star				2.0 TDI 163 Ultra SE Technik	£29740		109 27	1.8 TFSI 170 SE	£29200	168	
37 4dr saloon Makes sense on an autobahn but not for saloo	n body. S3 great looking	***	r★☆	7	2.0 TDI 177 S line	£31175	175	120 27	3.0 TFSI 333 S5	£43790	328	8
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	FSI 180 quattro S line	£30225		153 28	2.0 TDI quattro 177 SE Technik			134 27	4.2 V8 K55 2.0 TDI 163 Ultra SE	£31590		
3 4dr saloon Precise dynamics with added Alpina 1.8 TI	FSI 180 quattro Sport	£28000	178	149 25	2.0 TDI quattro 177 S line	£32735	175	134 27	2.0 TDI 177 SE	£31470	175	5
	FSI 180 Sport	£25075		135 23	2.0 TDI quattro 177 Black Edit	£33510	175	134 28	2.0 TDI 177 S line 2.0 TDI 177 Black Edition	£34060	175	
.OD Biturbo £46950 345 139 50 2.0 3 15 4dr saloon Rapid, usable and cheaper alternative to 2.0 T		£33580 £24785		107 23	3.0 TDI quattro 245 SE 3.0 TDI quattro 245 S line	£35360 £38215				£35135 £33125		
n M5 ★★★★☆ 1.4 TI	FSI 150 ACT S line	£25485	148	112 24	3.0 TDI quattro 245 Black Edit	£38990	237	149 34	2.0 TDI 177 quattro S line	£35715	175	5
	FSI 180 S line	£27225	178	135 24	A4 AVANT 5dr estate Highl	y compete	ent and	quality	2.0 TDI 177 quattro Black Edit			
(D3 5dr 4x4 Alpina's first SUV is a triumph. Hugely ast, capable and desirable ★★★★ 2.0 T	DI 110 Sport DI 150 S line	£23435	108	104 17	laden; leaves dynamic finesse to 1.8 TFSI 170 SE Technik	otners ★ £28735	158	★☆ 141 24	3.0 TDI 204 S line 3.0 TDI 204 Black Edition	£37660 £38735		
.O XD3 £54950 345 - 49 2.0 T	DI 184 Sport	£26055	181	112 27	2.0 TDI 150 Black Edition	£32305	148	124 24	3.0 TDI 245 quattro S line	£41340	242	2
2.0 T	DI 184 S line	£28205	181	114 28	2.0 TDI 150 S line	£31530	148	124 23	3.0 TDI 245 quattro Black Ed'	£42260	242	2
	DI 184 quattro Sport DI 184 quattro S line	£28965	181	127 26 129 26	2.0 TDI 150 SE 2.0 TDI 150 SE Technik	£30155 £31575	148	129 23 130 23	A5 CABRIOLET 2dr open powered, steel-sprung trim's bes			
xhilarating as cars get ★★★★☆ A35	idr sportback Classy inter	rior, stabl	e hand	dling and	2.0 TDI 177 SE Technik	£30920	175	126 27	1.8 TFSI 170 S line	£35570		
45 £29321 245 good	engines. Second only to the	Golf *	**	★☆	2.0 TFSI 225 quattro Black Edi	£36575	222	159 33	1.8 TFSI 170 S line Special Ed	£36695	168	8
				124 20 122 19	2.0 TFSI 225 quattro S line 2.0 TFSI 225 quattro SE			159 33 159 32		£37515 £38520		
					2.0 TFSI 225 quattro SE Techni	£34245	222	159 33	2.0 TDI 150 SE	£34265		
RAPIDE 4dr saloon Four-door Aston is more practi- 1.8 TI	FSI 180 S line	£26675	178	135 27	3.0 TDI 245 quattro S line	£39550	237	154 33	2.0 TDI 177 S line Special Edi	£38950	175	5
	FSI 180 Sport DI 150 S line	£24525	178	135 26	3.0 TDI 245 quattro SE 3.0 TFSI 333 quattro S4 BIk Ed	£36695	237	154 33	2.0 TFSI 225 quattro S line	£41980		
5.9 V12 S £149995 550 355 - 2.0 T VANTAGE 2dr coupé Stunning Brit sports car. V12 is 2.0 T				109 21 108 21	1.8 TFSI 120 SE	£25685	328 118	154 19	2.0 TFSI 225 quattro S line Sp 2.0 TFSI 225 quattro SE	£42870 £38615	277	2
new benchmark for Aston ★★★☆ 2.0 T	DI 150 Sport	£24235	148	108 21	1.8 TFSI 120 SE Technik	£26985	118	154 19	2.0 TFSI 225 S line	£38860	222	2
1.7 V8 £84995 420 299 - 2.0 T	DI 184 quattro S line	£30565	175	129 26	1.8 TFSI 120 S line 1.8 TFSI 120 Black Edition	£28540	118	154 20	2.0 TFSI 225 S line Special Ed	£39830	222	2
			706	167 36	LX LEST 120 Black Edition	+74315	118	154 20	2.0 TFSI 225 SE	£35575	222	1
1.7 V8 S £99995 430 299 - 2.0 T 1.9 V12 S £138000 565 388 50 1.2 TI					1.8 TFSI 170 SE				3.0 TDI 204 S line Special Edi			



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Make and Model Price Bhp CQ2 g/km			5 6
	Make and Model Price Bhp CO ₂ g/km	Make and Model Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp CO ₂ g/km
3.0 TDI 245 quattro \$ line \$pe		FLYING SPUR 4dr saloon A genuine luxury saloon.	2 SERIES GRAN TOURER 5dr mpv Seven-seat
1.8 TFSI 170 SE £32320 168 143 28	2.0 TFSI 180 quattro \$ Ii Plus £34540 176 161 28	Superb inside. As it should be ★★★☆	MPV worthy - but expensive. And weird ★★★☆
3.0 TFSI 333 S5 £47035 328 189 42 4.2 V8 RS5 £69555 444 249 47		4.0 V8 £136000 500 254 50 6.0 W12 £140900 616 343 50	218i SE
2.0 TDI 177 SE £34575 175 127 29	2.0 TDI 150 quattro SE £28480 148 131 20	6.0 W12 Mulliner £150220 616 343 50	218i Luxury £26175 134 123 -
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A6 4dr saloon The best sprung Audi saloon, and one of the most appealing full stop. ★★★☆	f 2.0 TDI 184 quattro SE £29280 181 139 24 2.0 TDI 184 quattro S line £31845 181 143 24	comfort now. Still no 3 Series ★★★☆ 118i SE £20245 134 125 18	220i M Sport £29240 187 149 - 216d SE £25110 114 108 -
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3.0 TDI 218 SE £38435 215 122 34 3.0 TDI 218 S line £40960 215 122 35		118d Sport £23325 148 109 19 118d M Sport £25025 148 114 20	in every regard $\star\star\star\star\star$ 320d Efficient Dynamics Busines £30175 161 109 31
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a giant killer ★★★☆	3.0 TDI 245 q'ttro S line Plus £43270 241 169 34	comfort now. Still no 3 Series ★★★☆	335d xDrive Luxury £41720 313 145 43
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A6 ALLROAD 5dr estate Rugged 4x4 A6. Even mor pricey ★★★☆☆	e 2.0 TFSI Sport quattro £32860 228 153 37 2.0 TFSI S line £32465 228 141 35	120d xDrive Sport £28355 187 119 24 125d M Sport £30330 221 121 30	328i Luxury £33005 242 151 36 328i M Sport £32805 242 151 36
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A7 SPORTBACK 5dr hatch A good mix of luxury.	2.0 TDI ultra 184 S line £34545 181 114 36	M235i £34540 326 189 39	318d SE £28375 141 119 24
practicality and driver reward ★★★★☆ 3.0 TFSI 333 quattro S line £53045 328 182 44	2.0 TDI ultra 184 Sport £31995 181 114 35 2.0 TFSI 230 quattro S line £37595 228 158 39	218d SE £24415 141 119 20 218d Sport £25415 141 119 20	318d Sport £28675 141 119 24 318d Luxury £30875 141 122 25
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A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon ★★★★☆	4.2 FSI 430 V8 £102435 424 337 50 5.2 FSI 525 VIO £123535 518 349 50		
3.0 TDI 258 quattro SE Exec £62185 247 155 46		2 SERIES ACTIVE TOURER 5dr mpv BMW's	330d xDrive Luxury £38805 255 139 41
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3.0 TFSI 310 quattro SE Exec £64290 309 183 46	better built ★★★★☆	218i SE £22475 134 115 13	wow factor, but still as good as it gets ★★★★
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O3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV ★★★☆	MULSANNE 4dr saloon Effortless and graceful. Great driving position ★★★☆	220d Luxury £28005 187 115 21 220d M Sport £29005 187 119 21	
1.4 TFSI 150 SE £25380 138 128 19	6.75 V8 £224700 506 393 -	220d xDrive Sport £30305 187 122 20	328i Sport £32105 242 159 34
1.4 TFSI 150 S line £28060 138 131 20		220d xDrive Luxury £31055 187 122 21	330d xDrive SE £37620 255 142 40

AUTOCAR TOP FIVES Compact crossovers

Skoda Yeti From £16,000 Almost a blueprint for crossover appeal: chunky looks, hatchback handling and compact MPV practicality. ★★★☆



Renault Captur From £14,000 The best of the B-segment crossovers, the Captur combines style, freshness and value in a versatile package. ★★★☆☆



The Qashqai taught Nissan the value of being different; the Juke is its equally bold (if not quite as brilliant) follow-up. ★★★☆☆



Suzuki SX4 S-Cross From £14,000 Capable in most respects — being decent to look at, drive and sit in — with exceptional fuel economy as the kicker. ★★★☆



Dacia Duster From £10,000 Outstanding capability for the money. Better with all-wheel drive. Basic, yes – but in a very good way. ★★★☆



The Audi A3 SE Technik from £229 per month.* Includes:

► Satellite Navigation ➤ Cruise control ➤ 16" alloy wheels ➤ Audi parking system, rear

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## 6-#180 PETIGN TW	Make and Model	Price	Вһр	CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Вһр	CO ₂ g/km	Make and Model	Price	Bhp	CO ₂ g/km
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1.5T 150 Ecoboost Zetec 2WD £21000 148 143 20 1.5T 150 Ecoboost Titanium £22645 148 143 20	1.6 i-DTEC Sport-Nav £21430 118 98 15 CIVIC TOURER 5dr estate Versatile, comfortable	1.4 Class £12515 89 140 7 1.4 Active £13665 89 140 8	XJ 4dr saloon Modern looks finally match modern dynamics ★★★☆
1.5T 150 Ecoboost Titanium X	and frugal, only price marks its scorecard ★★★☆ 1.6 i-DTEC EX Plus £26140 118 103 16	1.4 Style £14615 89 140 8 1.6 Active Au £15010 123 154 10	3.0 V6 S-C Premium Luxury £65995 336 224 - 3.0 V6 S-C Premium Luxury LWB £69150 336 224 -
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2.0 TDCi 150 Zetec AWD £24195 148 135 20 2.0 TDCi 180 Titanium AWD £26345 177 135 22 2.0 TDCi 180 Titanium X AWD £29095 177 135 22	1.8 i-VTEC SE Plus-Nav £21175 140 149 14 1.8 i-VTEC S-Nav £19260 140 146 14 1.8 i-VTEC SR £23135 140 149 14	1.6 GDI SE Nav 2WD £19800 133 158 14 1.6 GDI SE Nav B'Drive 2WD ISG £19980 133 149 14 1.7 CRDI SE Nav 2WD £21300 114 139 14	3.0D V6 Portfolio £67870 271 159 49 3.0D V6 Portfolio LWB £70980 271 167 49 F-TYPE 2dr coupé Cheaper than the roadster. Gains in
C-MAX 5dr mpv As fun to drive as it is easy to live with ★★★☆	ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive	1.7 CRDi Premium 2WD £23000 114 139 14 1.7 CRDi Premium Pa'rama 2WD £23800 114 139 14	rigidity mean it's better too ***** 3.0 V6 £53050 336 199 50
1.0T 100 Ecoboost Zetec S-S £18695 99 117 10 1.0T 125 Ecoboost Zetec S-S £19195 123 117 13	2.0 i-VTEC ES £23200 154 159 23 2.0 i-VTEC ES GT £24120 154 159 24	1.7 CRDI S 2WD £18650 114 139 14 1.7 CRDI S 2WD £20250 114 139 14	3.0 V6 S £60250 375 213 50 5.0 V8 R £85000 542 259 50
1.0T 100 Ecoboost Titanium S-S £20195 99 117 10 1.0T 125 Ecoboost Titanium S-S £20695 123 117 13	2.0 i-VTEC ES GT Nav £25320 154 159 24 2.0 i-VTEC EX £26580 154 162 24	2.0 CRDi Premium 136 4WD £25900 134 149 18 2.0 CRDi Premium Pa'rama 4WD £26700 134 149 18	F-TYPE 2dr open Serious money. But it buys a serious car with a likeable wild side ★★★☆
1.0T 125 E'boost Titanium X SS £22695 123 117 14 1.6 105 Zetec £17655 103 149 11	2.4 i-VTEC EX £27890 198 199 26 2.4 i-VTEC EX ADAS £30290 198 199 27	2.0 CRDi SE 136 4WD £23150 134 149 18 2.0 CRDi SE Nav 136 4WD £24200 134 149 18	3.0 V6 £58535 336 209 50 3.0 V6 \$ £67535 375 213 50
1.6T 150 Ecoboost Titanium S-S £20855 148 144 19 1.6T 182 E'boost Titanium X SS £23605 180 144 22	2.2 i-DTEC 150 ES £25400 148 138 24 2.2 i-DTEC 150 ES GT £26320 148 138 24	SANTA FE 5dr 4x4 An injection of class has enhanced the Santa Fe's easygoing appeal ★★★☆	
1.6 TDCi 115 Zetec £19150 114 117 16 1.6 TDCi 115 Titanium £20650 114 117 16	2.2 i-DTEC 150 ES GT Nav £27520 148 138 24 2.2 i-DTEC 150 EX £28795 148 141 25	2.2 CRDI SE 4WD 7st £27995 194 159 19 2.2 CRDI SE 4WD 7st £29145 194 159 19	COMPASS 5dr 4x4 Jeep-badged Dodge Caliber. Poor
	2.2 i-DTEC 150 EX ADAS £31195 148 141 26 2.2 i-DTEC 180 Type S £31435 177 147 28	2.2 CRDi Premium 4WD 5st £30595 194 159 19 2.2 CRDi Premium 4WD 7st £31900 194 159 19	by any standard ★★☆☆☆ 2.4 North 2WD £21010 168 209 24
GRAND C-MAX 5dr mpv Fun and practical small	2.2 i-DTEC 180 Type S ADAS £33685 177 147 29 ACCORD TOURER 5dr estate As above but more desirable and useful	2.2 CRDi Premium SE 4WD 7st £35395 194 159 20	2.0 Sport 2WD £18470 154 175 22 2.4 Ltd 4WD £23860 168 209 24 2.2 CRD Ltd 4WD £25740 161 172 28
seven seater *** * 1.0T 100 Ecoboost Zetec S-S £20295 99 119 10 1.0T 125 Ecoboost Zetec S-S £20795 123 119 13	desirable and useful ★★★☆ 2.0 i-VTEC ES £24680 154 163 23 2.0 i-VTEC ES GT £25655 154 163 24	Q50 4dr saloon Credible compact saloon competitor with some novel touches ★★★☆☆	2.2 CRD Ltd 4WD £25740 161 172 28 WRANGLER 3dr 4x4 Heavy-duty off roader lacks on-road manners ★★☆☆
1.0T 100 Ecoboost Titanium S-S £22795 123 119 10 1.0T 125 Ecoboost Titanium S-S £22295 123 119 13	2.0 i-VTEC ES GT Nav £26855 154 163 24 2.4 i-VTEC EX £29550 198 201 26	3.5 S Hybrid Sport AWD £42340 359 144 42 2.0t Premium £32455 208 146 40	3.6 V6 Sahara £30240 276 263 - 3.6 V6 Overland £32390 276 263 -
1.0T 125 E'boost Titanium X SS £24295 99 119 14 1.6T 150 Ecoboost Titanium S-S £22250 148 149 19	2.4 i-VTEC EX ADAS £31950 198 201 27 2.2 i-DTEC 150 ES £26895 148 143 24	2.0t Premium Tech £38955 208 146 40 2.0t Sport £34825 208 146 40	3.6 V6 Rubicon £31140 276 270 - 2.8 CRD Overland £32375 197 213 25
1.6T 182 E'boost Titanium X SS £24950 180 149 22 1.6 TDCi 115 Zetec £20745 114 124 16	2.2 i-DTEC 150 ES GT £27870 148 143 24 2.2 i-DTEC 150 ES GT Nav £29070 148 143 24	2.0t Sport Tech £39725 208 146 40 3.5 S Hybrid Sport £40695 359 144 42	2.8 CRD Sahara £30225 197 213 24 WRANGLER 5dr 4x4 Heavy-duty off roader lacks
1.6 TDCi 115 Titanium £22045 114 124 16 1.6 TDCi 115 Titanium X £24045 114 124 16	2.2 i-DTEC 150 EX £30330 148 146 25 2.2 i-DTEC 150 EX ADAS £32730 148 146 26	3.5 S Hybrid Sport Tech	on-road manners ★★☆☆ 3.6 V6 Sahara £31910 276 273 -
2.0 TDCi 140 Titanium £23250 138 134 20 2.0 TDCi 163 Titanium X £25750 161 134 22	2.2 i-DTEC 180 Type S £32925 177 150 28 2.2 i-DTEC 180 Type S ADAS £35175 177 150 29	2.2D SE £28650 168 114 39 2.2D Premium £31050 168 114 40	3.6 V6 Overland £34060 276 273 - 3.6 V6 Rubicon £32810 276 273 22
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. A benchmark ★★★☆	CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition ★★★☆☆	2.2D Premium Tech £37550 168 114 40 2.2D Sport £33420 168 118 40	2.8 CRD Overland £34045 197 217 25 2.8 CRD Overland Axle+ £33445 197 230 25
1.6T160 Ecoboost Zetec S-S £23310 158 159 18 1.6160 Eco T'nium S-S £25060 158 159 19	1.6 i-DTEC 120 SE-Nav 2WD £26740 118 115 22 1.6 i-DTEC 120 S-Nav 2WD £24300 118 115 23	2.2D Sport Tech £38320 168 118 40 Q60 2dr coupé High-class coupe. Refined, potent and	2.8 CRD Sahara £31895 197 217 24 2.8 CRD Sahara Axle+ £31295 197 230 24
2.0 203 Ecoboost Titanium auto £26735 200 189 22 2.0 240 Tit. X Sp. Au £31485 237 194 27 1.6 TDCi 115 Zetec S·S £24110 114 139 16	1.6 i-dtec 120 SR 2WD £28495 118 119 23 2.0 i-vtec S 2WD £22345 154 168 22 2.0 i-vtec S-Nav 2WD £23245 154 168 22	entertaining ★★★☆ 3.7 V6 060 GT £36790 315 246 45 3.7 V6 060 S £38680 315 246 45	CHEROKEE 5dr 4x4 Hamstrung by poor UK spec. Uninspiring, but roomy and practical ★★★☆ 2.0 Longitude 140 EWD 524110 139 139 27
1.6 TDCi 115 Zetec S-S £24110 114 139 16 1.6 TDCi 115 Eco T'ium S-S £25860 114 139 17 2.0 TDCi 140 Zetec £24295 138 139 17	2.0 i-VTEC SE 2WD £24515 154 168 22 2.0 i-VTEC SE-Nav 2WD £25685 154 168 22	3.7 V6 060 S	2.0 Longitude 140 FWD £26110 138 139 27 2.0 Ltd 140 FWD £31810 138 139 - 2.0 Longitude 140 £28110 138 147 -
2.0 TDCi 140 Titanium £26045 138 139 18 2.0 TDCi 163 Titanium £26645 161 139 19	2.0 i-VTEC SE £25615 154 173 22 2.0 i-VTEC SE-Nav £26785 154 173 22	enjoyable coupe-cabriolet. Poor residuals ★ ★ ★ ☆ 3.7 V6 060 GT Premium auto £45740 315 264 48	2.0 Ltd 140 £33810 138 147 - 2.0 Longitude 170 Au £30610 168 - 29
2.0 TDCi 163 Tit. X Sp. £30395 161 139 21 2.2 TDCi 200 Titanium £27870 197 174 26	2.0 i-VTEC SR £28595 154 177 23 2.0 i-VTEC EX £30440 154 177 23	Q70 4dr saloon Pleasant, well-equipped big saloon ★★★☆	2.0 Ltd 170 Au £37810 168 - 28 2.0 Longitude Plus 140 FWD £28310 138 139 -
2.2 TDCi 200 Tit. X Sp. £31620 197 174 26 GALAXY 5dr mpv Huge seven-seat MPV. Easy to place	1.6 i-DTEC 120 S 2WD £23400 118 115 22	3.5 Hybrid Premium £43250 235 145 45 3.5 Hybrid Premium Tech £47350 235 145 45	2.0 Longitude Plus 140 £30310 138 147 - 2.0 Longitude Plus 170 Au £32810 168 - 29
on the road. Not cheap ★★★☆ 2.2 TDCi 200 Titanium X £32875 197 179 27	1.6 i-DTEC 160 SE £27570 158 129 26 1.6 i-DTEC 160 SE-Nav £28740 158 129 26	3.7 Sport Tech £44850 315 145 45 2.2d Premium £33400 168 129 46	GRAND CHEROKEE 5dr 4x4 The best Jeep. Comfortable and well-equipped ★★★☆☆
1.6 160 Ecoboost Zetec S-S £25670 158 167 18 1.6 160 Eco T'ium S-S £27570 158 167 18	1.6 i-DTEC 160 SR £30625 158 133 27 1.6 i-DTEC 160 EX £32470 158 133 27		6.4 V8 SRT £63995 470 327 50 3.0 V6 190 CRD Laredo £38895 188 198 36
1.6 160 Eco T'niumX S-S £30070 158 167 18 2.0 203 Ecoboost Titanium auto £29235 200 189 24	HYUNDAI	2.2d Sport Tech £38950 168 129 46 QX 50 5dr 4x4 Focused on-road SUV. Drives well, very	3.0 V6 CRD Ltd £41495 247 198 40 3.0 V6 CRD Ltd Plus £44495 247 198 41
2.0 203 Ecoboost Titan X auto £31735 200 189 25 1.6 TDCi 115 Zetec S-S £26460 114 139 16	110 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price ★★★☆ 10.5 £8705 65 108 1	iittle interior space ★★★☆ 3.7 V6 OX GT £38980 315 265 44 2.7 V6 OX GT £38980 315 265 44	3.0 V6 CRD Overland £48195 247 198 41 3.0 V6 CRD Summit £51995 247 198 43
1.6 TDCi 115 Eco T'nium S-S £28360 114 139 17 1.6 TDCi 115 Eco Tit. X S-S £30860 114 139 18 2.0 TDCi 140 Zetec £26645 138 139 20	1.0 S £8705 65 108 1 1.0 S Air £9370 65 108 1 1.0 SE £9770 65 108 1	3.7 V6 0X GT Premium £42580 315 265 45 3.0d £34490 235 224 43 3.0d GT £38445 235 224 44	KIA PICANTO 3dr hatch Most grown-up car in its class.
2.0 TDCi 140 Titanium £28545 138 139 20 2.0 TDCi 140 Titanium X £31045 138 139 21	1.0 SE Blue Drive £10020 65 98 1 1.0 Premium £10470 65 108 1	3.0d GT Premium £42045 235 224 44 QX70 5dr 4x4 Big, powerful SUV. None of the finesse of	Nice drive and cabin ★★★★☆
2.0 TDCi 163 Titanium £29145 161 139 22 2.0 TDCi 163 Titanium X £31645 161 139 23	1.2 SE £10270 86 114 4 1.2 Premium £10970 86 114 4	the X5 or Range Rover ★★★☆ 3.7 V6 GT £43250 315 282 49	1.01 £8145 68 99 3 1.25 White ISG £11845 84 106 11
2.2 TDCi 200 Titanium £30375 197 179 26	120 5dr hatch Very good value hatch. Fun a by-product; practicality mostly spot on ★★★☆	3.7 V6 GT Premium £47700 315 282 49 3.7 V6 S £45350 315 282 49	1.25 White Au £12445 84 130 11 1.25 Quantum ISG £11995 84 106 12
	1.2 75 S £10695 76 112 5 1.2 75 S Air £11445 76 112 5	3.7 V6 S Premium £49800 315 282 49 5.0 V8 S Premium £54750 385 307 49	PICANTO 5dr hatch Most grown-up car in its class. Nice drive and cabin ★★★☆
charm to spare ★★★☆ R £29950 175 181 -	1.2 84 SE £12725 84 119 6 1.2 84 Premium £13725 84 119 6	3.0d GT £43100 235 225 49 3.0d GT Premium £47550 235 225 49	1.0 VR7 £9845 68 99 6 1.01 £8345 68 99 3
HONDA	1.2 84 Premium SE £14725 84 119 6 1.4 100 SE £13325 98 127 10	3.0d S £45200 235 225 49 3.0d S Premium £49650 235 225 49	1.0 1 Air £8945 68 99 4 1.0 2 £9945 68 99 4
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini ★★★☆	1.4 100 Premium £14325 98 127 10 1.4 100 Premium SE £15325 98 127 10 1.1 CRD 75 S Plus £13445 74 94 6	JAGUAR	1.25 2 ISG £10545 84 100 7 1.25 3 £11545 84 109 10
1.2 i-VTEC SE £13395 89 123 14 1.2 i-VTEC SE-T £14390 89 123 14 1.4 i-VTEC ES Plus £14895 99 129 19	1.1 CRDi 75 S Blue £12445 74 84 6 1.1 CRDi 75 SE £14225 74 103 6 1.4 CRDi 90 SE £14725 89 106 11	XE 4dr saloon Early word suggests Jaguar has crafted a fine junior exec 2.0i 200 SE £26995 197 179 -	1.25 4 ISG £12095 84 106 12 RIO 3dr hatch Looks great, but it's well off the European saloon pace ★★★☆☆
1.4 i-VTEC ES Plus-T £15890 99 129 19	1.4 CRDi 90 Premium £ 15725 89 106 12 1.4 CRDi 90 Premium SE £16725 89 106 12	2.0i 200 Prestige £27995 197 179 - 2.0i 200 R-Sport £29745 197 179 -	1.251 £10345 83 115 2
1.2 i-VTEC S £11695 89 123 13	1.4 Ckbi 70 Freimini SE £10123 69 100 12 130 5dr hatch As good as we've come to expect, but not one inch better ★★★☆☆	2.0i 240 R-Sport £33095 237 179 - 2.0i 240 Portfolio £33745 237 179 -	1.25 2 £12245 83 115 3 1.4 2 ISG £13045 107 114 7
1.2 i-VTEC S-T £12690 89 123 13 1.2 i-VTEC S-T A-C £13540 89 123 13	1.4 100 S £15195 98 138 7 1.4 100 SE £16495 98 138 7	3.0i S-C 340 S £44870 335 194 - 2.0d 163 SE £29775 161 99 -	1.4 3 ISG £14445 107 114 7 1.4 CRDi 3 ISG £15545 89 98 6
1.3 IMA Hybrid HE £17150 97 104 16 1.3 IMA Hybrid HE-T £18145 97 104 16	1.6 120 SE auto £17895 118 158 9 1.6 120 Premium £20295 118 145 9	2.0d 163 Prestige £30775 161 99 - 2.0d 163 R-Sport £32325 161 99 -	CEED 5dr hatch Another looker from Schreyer, but dynamically forgettable ★★☆☆
1.3 IMA Hybrid HS £17650 97 104 16 1.3 IMA Hybrid HS-T £18645 97 104 16	1.6 CRDi 110 Blue Drive S £17195 109 94 11 1.6 CRDi 110 Blue Drive SE £18495 109 94 11	2.0d 163 Portfolio £32975 161 99 - 2.0d 180 SE £30275 178 109 -	1.4 98 VR7 £15400 99 143 8 1.4 CRDi 89 VR7 £16690 89 114 6
1.3 IMA Hybrid HX £19250 97 104 16 1.3 IMA Hybrid HX-T £20245 97 104 17	1.6 CRDi 136 Blue Drive Premiu £22295 134 102 11 130 TOURER 5dr estate As good as we've come to	2.0d 180 R-Sport £33025 178 109 -	1.4 98 1 £14805 99 139 7 1.4 98 2 £16805 99 143 8
1.4 i-VTEC EXL £17195 99 129 16	expect, but not one inch better 1.6 120 S £ 16895 £ 18 145 9 1.6 120 SE £ 18195 £ 18195	2.0d 180 Portfolio £33675 178 109 - XF 4dr saloon Sublime Brit exec. Great interior and dynamics. XFR a five-star car	1.6 GDI 133 2 ISG £17595 128 124 12 1.6 GDI 133 3 ISG £19395 128 124 12 1.6 GDI 133 4 ISG £20600 128 137 13
1.4 i-VTEC EX-T £16990 99 129 16 1.4 i-VTEC EXL-T £18190 99 129 16 1.4 i-VTEC Si £14995 99 129 16	1.6 CRDi 110 Blue Drive S £18195 118 145 9 1.6 CRDi 136 Blue Drive S £18295 109 94 11 1.6 CRDi 136 Blue Drive SE £19595 134 102 11	dynamics. XFR a five-star car ★★★★ 2.2D 163 Portfolio £37195 161 129 33 2.2D 163 R-Sport £34695 161 129 33	1.6 GDi 133 4 Tech ISG £22500 128 137 15
CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hindrance	1.0 CRUI 136 Blue DIIVE 3E £19393 134 102 11 140 4dr saloon Useful, inoffensive and well-priced. No fireworks here ★★★☆☆		1.6 T-GDi 201 GT Tech £23405 201 171 29
1.4 i-VTEC S £15975 99 129 5 1.4 i-VTEC S-Nav £16815 99 129 5	1.7 CRDi 115 B'Drive Premium £23485 114 113 13 1.7 CRDi 115 B'Drive Style £21205 114 113 13	5.0 V8 SC XFR-S £79995 542 270 50 2.2D 163 Luxury £33445 161 129 33	1.6 CRDi 126 1 ISG £16695 126 97 12 1.6 CRDi 126 2 ISG £18695 126 100 13
1.6 i-DTEC EX Plus £25140 118 98 16 1.6 i-DTEC S £18755 118 94 15	1.7 CRDi 115 B'Drive Active £19105 114 113 12 1.7 CRDi 136 B'Drive Active £19905 134 119 16	2.2D 200 Luxury £34550 197 139 38 2.2D 200 Portfolio £38700 197 139 40	1.6 CRDi 126 3 ISG £20495 126 100 13 1.6 CRDi 126 4 ISG £22095 126 112 14
1.6 i-DTEC SE Plus £20570 118 94 15 1.6 i-DTEC SE Plus-Nav £21180 118 94 15	1.7 CRDi 136 B'Drive Style £22005 134 119 16 1.7 CRDi 136 B'Drive Premium £24405 134 119 17	3.0D V6 S Premium Luxury £46615 271 159 44 3.0D V6 S Portfolio £49515 271 159 44	1.6 CRDi 126 4 Tech ISG £23995 126 112 15 CEED 5dr estate Another slightly bigger looker from
1.6 i-DTEC S-Nav £19365 118 94 15 1.6 i-DTEC SR £23140 118 94 16	140 TOURER 5dr estate Useful, inoffensive and well-priced. No fireworks here ★★★☆	XF 5dr sportbrake Handsome estate wins hearts, if not heads ★★★☆	Schreyer, but also forgettable ★★★☆ 1.4 98 VR7 £16400 99 148 8
1.8 i-VTEC EX Plus £23935 99 145 15 1.8 i-VTEC S £17635 140 137 13	1.7 CRDi 115 Blue Active £20355 114 113 12	2.2D 163 Portfolio £39695 161 129 33 2.2D 163 R-Sport £37195 161 129 33	1.6 CRDi 126 1 ISG £18095 126 116 12
1.8 i-VTEC SE Plus £19565 99 145 14 1.8 i-VTEC SE Plus-Nav £20175 99 145 14 1.8 i-VTEC S-Nav £19245 140 137 14	1.7 CRDi 136 Blue Style £23255 134 119 16		1.6 CRDi 126 3 ISG £21495 126 116 13
1.8 i-VTEC S-Nav £18245 140 137 14 1.8 i-VTEC SR £22135 99 145 14 1.8 i-VTEC Sport £19615 99 145 14	1.7 CRDi 136 B'Drive Premium £25655 134 119 17 IX20 5dr hatch Usable high-roofed hatch, but short on flair ★★★☆☆	2.2D 163 Luxury £35945 161 129 33	
1.8 i-VTEC Sport-Nav £20225 99 145 14	1.6 CRDi 115 Active Blue Drive		FROCEED SOFRACE Another Slightly Smaller looker from Schreyer. Still not memorable ★★☆☆ 1.4 98 VR7 £14900 133 143 10
1.0 1 DIEG SPORE ZZUOZU 110 78 13	1.0 ORDI 113 STYTE DINE DIIVE Z 10333 114 11 13		1.147UU 133 143 IU



AUTOCAR TOP FIVES

Range Rover Sport SVR From £93,000 The debut act from the new SVO wing, and boy, do they know what we like. Not perfect, but an SUV for the soul. ★★★★



Porsche Macan From £43,000 Few rivals challenge the Macan's completeness or polish, and where it excels, there's simply nothing else like it. ★★★★☆



From £90,000 BMW X5 M A staggering concoction – especially the underbonnet contribution. Suffers from tunnel vision, though. ★★★★☆



Alpina XD3 Biturbo From £54,000 Low volume may make it difficult to get, but Alpina's first SUV is judged to perfection. Price to match, though. ★★★★☆



Audi SQ5 From £44,000 Serious ground-covering ability with the bi-turbo engine aboard. For more involvement, see the above. ★★★★☆

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Make and Model	E17895 133 124 1		Price Bhp CO ₂ g/km Issurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model		CO ₂ g/km
.6 GDi 133 S ISG .6 GDi 133 SE .6 GDi 133 SE DCT auto	£17895 133 124 1 £19905 133 137 1 £21205 133 140 1	5 RANGE ROVER 5dr 4x4	Arguably the best luxury		£15995 113 117 - £15995 104 89 - £16395 104 89 -	B180 CDI Sport B180 CDI AMG Line B200 CDI SE	£24465 108	108 1
.6 T-GDi 201 GT .6 T-GDi 201 GT Tech	£20205 201 171 2 £22905 201 171 3	9 5.0 V8 S Aubiography		1.5D 105 Sport 1.5D 105 Sport Nav	£16995 104 89 - £17395 104 89 -	B200 CDI Sport B200 CDI AMG Line	£24245 134	111 2
6 CRDi 126 S ISG 6 CRDi 126 SE ISG	£18995 126 100 1 £20995 126 112 1	3.0 TDV6 Vogue	£74950 254 182 45 £81850 254 182 50	3 4dr saloon Refined, well-pr Dynamically satisfying, too		B220 CDI Sport CLA 4dr saloon Attractive 1	£27125 168	107 2
6 CRDi 126 SE Tech OUL 5dr hatch Looks divi	£23095 126 112 1		£91550 254 182 50	2.0 120 SE 2.0 120 SE Nav	£17295 118 119 17 £17895 118 119 17	pealing from others. Dynamics CLA 200 CDI AMG Sport		t # #
ow, but still hardly the best op / 81kW		4.4 SDV8 Vogue	£81950 308 219 50	2.0 120 SE-L 2.0 120 SE-L Nav	£18795 118 119 18 £19395 118 119 18	CLA 200 CDI Sport CLA 250 AMG Sport 4Matic	£26925 134	117 2
6 GDi Start 6 GDi Connect	£12800 130 158 £15000 130 158 1	9 4.4 SDV8 Aubiography		2.0 120 Sport Nav	£20195 118 119 18 £19645 148 104 23	CLA180 Sport CLA180 AMG Sport	£24775 121	130 2
6 GDi Connect Plus 6 GDi Mixx	£16100 130 158 1 £18355 130 170 1	RANGE ROVER SPORT	5dr 4x4 Just the right	2.2d 150 SE Nav 2.2d 150 SE-L	£20245 148 104 24 £21145 148 104 24	CLA45 AMG CLA220 CDI Sport	£42270 354	161 4 117 2
GDI Maxx GCRDi Connect	£20155 130 170 1 £16600 126 132	1 5.0 V8 S Aubiography Dynam	ic £84350 503 298 49		£21745 148 104 24 £22545 148 104 24	CLA220 CDI AMG Sport C-CLASS 2dr coupé Nice	£31975 168	117 2
5 CRDi Connect Plus 5 CRDi Mixx	£17700 126 132 1 £19950 126 132 1	3.0 SDV6 HSE Dynamic	£67150 288 185 43	3 5dr hatch Refined, well-pri Dynamically satisfying, too		and driver reward C63 AMG Edition 507	★★★☆☆ £68495 451	} `
CRDI MAXX P TIMA 4dr saloon Looks	£21750 126 132 1	1 4.4 SDV8 Aubiography Dynan	nic £84350 334 219 47	1.5 100 SE 1.5 100 SE Nav	£16995 99 119 13 £17595 99 119 13	C180 AMG Sport Edition C220 CDI Exec SE	£29965 154	149 3
ropean saloon pace CRDi 2 ISG	★★★☆☆ £22895 134 128 1	LEXUS	only as a company car Not	2.0 120 SE 2.0 120 SE Nav	£17295 118 119 17 £17895 118 119 17	C220 CDI AMG Sport Edition C250 CDI AMG Sport Edition		133 3
7 CRDI 2 ISG 7 CRDI 1 ISG 7 CRDI 3 ISG	£19995 134 128 1 £25795 134 128 2	7 fun	★★★☆☆ £21245 134 82 19	2.0 120 SE-L 2.0 120 SE-L Nav	£18795 118 119 18 £19395 118 119 18	C-CLASS 4dr saloon Stell increase appeal; engines not so	ar cabin and polish	hed driv
ENGA 5dr mpv Versatile i	nterior, but firm ride and	200h SE	£22745 134 94 19	2.0 120 Sport Nav	£20195 118 119 18	C200 SE	£27270 181	123 3
ph price disappoint 1891ISG 1891Air ISG		200h Advance B 200h Luxury	£24745 134 94 20	2.0 165 Sport Nav 2.2D 150 SE	£21920 162 135 22 £19645 148 107 23	C200 Sport C200 AMG Line	£30890 181	124 3 128 3
89 SR7 ISG	£13595 89 130	8 200h F Sport 9 200h Premier	£29745 134 94 21	2.2D 150 SE Nav 2.2D 150 SE-L	£20245 148 107 24 £21145 148 107 24	C63 AMG C63 AMG S	£59800 469 £66550 503	192
89 2 ISG 123 3 ISG	£13895 89 130 £16190 123 139 1	3 ing. Needs a better diesel	★★★☆☆	2.2D 150 SE-L Nav 2.2D 150 Sport Nav	£21745 148 107 24 £22545 148 107 24	C200 Bluetec SE C200 Bluetec Sport	£30980 134	102 2 102 2
123 2 auto 123 3 auto	£15810 123 154 1 £17290 123 154 1	1 250 Luxury	£26495 204 199 32 £27995 204 199 33	6 4dr saloon A compelling m performance. Interior a let down	n ★★★★☆	C200 Bluetec AMG Line C220 Bluetec SE	£29780 168	102 2
CRDi 89 2 CRDi 89 SR7	£15195 89 119 1 £14895 89 119 1	250 Premier		2.0 145 SE 2.0 145 SE Nav	£19795 143 129 18 £20495 143 129 18	C220 Bluetec Sport C220 Bluetec AMG Line	£33270 168	104 3 104 3
CRDi 114 3 ISG CRDi 114 4 ISG	£17475 114 117 1 £18570 114 117 1	4 300h Luxury	£28995 217 99 31 £30995 217 103 32	2.0 145 SE-L 2.0 145 SE-L Nav	£20795 143 129 16 £21495 143 129 16	C250 Bluetec SE C250 Bluetec Sport	£34430 201	117 3 117 3
ARENS 5dr mpv Nicely u ss leader		300h F Sport 300h Premier	£32495 217 109 32 £36750 217 109 33	2.0 165 Sport Nav 2.2D 150 SE	£24595 162 135 19 £22295 148 108 21	C250 Bluetec AMG Line C300 Bluetec Hybrid SE		117 3
CRDi 3 Sat Nav ISG GDi 1 ISG	£25250 136 132 1 £18195 133 149 1	GS 4dr saloon Refreshingly		2.2D 150 SE Nav 2.2D 150 SE-L	£22995 148 108 21 £23295 148 108 19	C300 Bluetec Hybrid Sport C300 Bluetec Hybrid AMG Line	£37040 201	94
GDI 2 ISG CRDI 114 1 ISG	£19600 133 149 1 £19590 114 124 1	3 300h SE	£31495 179 109 31 £37495 179 113 32	2.2D 150 SE-L Nav 2.2D 150 Sport Nav	£23995 148 108 19 £26395 148 108 21	C-CLASS 5dr estate Dece tic interior - but only okay to di	nt practicality and	d fanta:
CRDi 114 2 ISG CRDi 134 2 Au	£20995 114 124 1 £22400 136 159 1	2 300h F Sport	£41745 179 115 33 £43745 179 113 33	2.2D 175 Sport Nav 6 5dr tourer A compelling mi	£26795 173 119 23	C200 Bluetec AMG Line C200 Bluetec SE	£33675 134	
CRDi 134 3 ISG PORTAGE 5dr 4x4 Good	£24300 136 132 1	6 450h Luxury	£45495 338 141 42 £51495 338 145 42	performance. Interior a let down 2.0 145 SE-L Nav		C200 Bluetec Sport C200 SE	£32180 134	102 2
★★★ ☆	-	450h Premier	£51495 338 141 42	2.0 165 Sport Nav	£25395 162 135 19	C220 Bluetec SE	£30980 168	108 3
CRDI 4 2WD ISG) CRDI KX-1 4WD	£25000 114 143 1 £21500 134 149 1	6 list attached	****	2.2D 150 SE Nav 2.2D 175 Sport Nav	£23795 148 116 21 £27595 173 119 23	C250 Bluetec SE C63 AMG	£61000 469	117 3
GDI 1 2WD GDI 2 2WD ISG	£17500 133 158 1 £19800 133 149 1	5 460 F-Sport	£74495 382 249 49	2.0 145 SE-L 2.2D 150 SE	£21725 143 131 16 £23095 148 116 21	C63 AMG S C200 Sport	£30465 181	196 4 128 3
CRDI 1 2WD ISG CRDI 2 2WD ISG	£19100 114 135 1 £21200 114 135 1	3 600h L Premier Night View	£101510 439 199 50	2.2D 150 SE-L 2.2D 150 SE-L Nav	£24095 148 116 19 £24795 148 116 19	C200 AMG Line C220 Bluetec Sport	£32975 168	128 3 108 3
' CRDI 3 2WD ISG ' CRDI 3 SatNav 2WD ISG	£23100 114 143 1 £23900 114 143 1	dramatically off the pace to dr	ive ★★★☆☆	2.2D 150 Sport Nav CX-5 5dr 4x4 Superb diesel		C220 Bluetec AMG Line C250 Bluetec Sport	£35630 201	
) CRDi KX-2 4WD) CRDi KX-3 4WD	£23600 134 149 1 £25500 134 156 1	7 300h S 2WD	£38095 235 183 - £29495 195 116 29	average package 2.0 Skyactiv-G 165 SE-L Nav	★★★☆ £22995 162 139 15	C250 Bluetec AMG Line E-CLASS 4dr saloon A ret	£37125 201 urn to the old Merc	
D CRDi KX-3 4WD nav D CRDi KX3 4WD sn au	£26300 134 156 1 £27610 134 183 1		£31495 195 121 31 £34495 195 121 31	2.0 Skyactiv-G 165 SE-L 2.0 Skyactiv-G 165 Sport Nav	£22295 162 139 15 £25395 162 139 16	ties. Refined and relaxing E300 Bluetec Hybrid AMG Spo	★★★★☆ rt £42375 204	
) CRDi 181 KX-4 4WD DRENTO 5dr 4x4 Route	£28200 134 158 1 one solution to the proble		£36995 195 121 32 £42995 195 121 33	2.2D Skyactiv-D 150 SE-L 2.2D Skyactiv-D 150 SE-L Nav	£24095 148 119 18 £24795 148 119 18	E63 AMG S E200 SE	£84110 549 £34340 181	232 4 138 3
t you know where you stand 2 CRDi KX-1	with it ★★★★☆ £28795 197 149 2		out hybrid function makes a ★★★☆	2.2D Skyactiv-D 150 SE-L Lux 2.2D Sky-D 150 SE-L Lux Nav	£25695 148 119 20 £26395 148 119 20	E200 AMG Line E250 SE	£36850 181 £35470 208	142 3 138 3
2 CRDi KX-2 2 CRDi KX-3	£31995 197 161 2 £35845 197 161 2	5 450h SE	£44495 245 145 40	2.2D Skyactiv-D 150 Sport Nat 2.2D Sky-D 150 SE-L AWD		E250 AMG Line E63 AMG	£37980 208 £74115 549	142 3
2 CRDi KX-4	£41000 197 177 2		£51995 245 145 42	2.2D Sky-D 150 SE-L Nav AWD 2.2D Sky-D 175 Sport Nav AWD	£26695 148 136 17	E300 Bluetec Hybrid SE	£39880 204 £34270 168	109 4
.AMBORGHINI Uracan 2dr coudé A si	inercar to its hones, but t	RC-F 2dr coupé An also-ra ne naturally-aspirated V8 is easy	in in the segment, although	5 5dr mpv Functional sevento drive. Lots of kit	seater, but not unpleasant ★★★☆	E220 Bluetec AMG Line E250 CDI SE	£36765 168 £36820 201	129 3
ws are just as obvious 2 V10 LP 610-4	★★★★☆ £180720 601 -	5.0 V8 - 5.0 V8 Carbon	£59995 471 251 48 £67995 471 251 50	2.0 150 Sport Venture	£20495 148 159 16		£39445 201 £41210 248	134 4
/ENTADOR 2dr coupé t perfect			251770 117 257 00		pe - but done better. Lean,	E-CLASS 5dr estate A ret ties. Refined and relaxing		c quali-
5 LP700-4	£242280 690 398	- ELISE 2dr open Pure spor steering, low running costs	ts car. Great chassis and ★★★☆	1.5i Sport Nav 1.5i SE	£22445 129 139 - £18495 129 139 -	E220 Bluetec AMG Line	£38555 168 £36060 168	135 3
AND ROVER FENDER 3dr 4x4 An in	stitution Unheatable off	1.6 Club Racer	£28580 134 149 43 £29050 134 149 43	1.5i SE-L	£19245 129 139 - £19845 129 139 -	E220 Bluetec AMG Line E220 Bluetec SE E250 AMG Line E250 CDI AMG Line E250 CDI SE	£39770 208 £41250 201	147 3
ad, crude on it 2.2D Hard Top	* * * * * * * * * * * * * * * * * * *	1.6 Sport	£30650 134 149 43	1.5i Sport	£21845 129 139 - £20095 153 -	E250 CDI SE E250 SE	£38755 201 £37275 208	143 3
2.2D S'Wagon	£25265 120 269 2	5 EXIGE 2dr coupé Sharp, u		2.0i SE-L Nav	£20695 153	E300 BlueTEC Hybrid AMG Lin	e £44165 201	119 4
2.2D County 2.2D XS S'Wagon	£30505 120 269 2	5 Unforgiving on road 6 3.5 V6 S	★★★★☆ £54610 345 236 47	2.0i Sport 2.0i Sport Nav	£22695 153 £23295 153	E350 Bluetec AMG Line	£41670 201 £43015 248	159 4
EFENDER 5dr 4x4 An in ad, crude on it	★★★☆☆	and sweet handling	****	MCLAREN		E63 AMG S	£75905 549 £85900 582	234 4
) 2.2D Hard Top) 2.2D County Utility Wagor) 2.2D Utility Wagon	£25010 120 295 2 1 £29550 120 295	6 3.5 V6 - 3.5 V6 +2	£54980 276 217 50	650S 2dr coupé Extraordir car the 12C should have been	****	Refined and relaxing	****	¥
) 2.2D Utility Wagon) 2.2D S'Wagon	£27620 120 295 2	7 3.5 V6 S	£58850 276 217 50 £62290 345 229 50	3.8 V8 650S SPIDER 2 dr open	£195250 641 - 50 More of the same	E200 AMG Line E400 AMG Line Plus	£38635 181 £46425 329	
) 2.2D County) 2.2D XS S'Wagon	£29550 120 295 2 £33405 120 295 2	8 3.5 V6 S +2 8 3.5 V6 S Sp. Racer	£64190 345 229 50 £66850 345 229 50	although noisier – and better fo 3.8 V8		E220 Bluetec SE E220 Bluetec AMG Line	£36615 168 £39310 168	
2.2D XS Utility Wagon REELANDER 5dr 4x4 C	£32405 120 295			P1 2dr coupé Other-worldly. hypercar history as the F1		E250 CDI Bluetec AMG Line E350 Bluetec AMG Line	£40930 201 £42625 228	129
ader. Pricey but able 2 TD4 150 SE	★★★☆ £27765 148 165 2	GHIBLI 4dr saloon Classy	and entertaining but less ★★★☆	3.8 V8	£866000 903 194 50		ir open Nice cabi	in, but
2 TD4 150 SE Tech	£29765 148 165 2	2 3.0 V6	£53575 325 223 50	MERCEDES-BENZ		E200 AMG Line	£42005 181	146
2 SD4 190 SE 2 SD4 190 SE Tech 2 SD4 190 Metropolic	£30270 188 185 2 £32270 188 185 2	5 3.0D V6	£49160 271 158 50	A-CLASS 5dr hatch Desira quality seriously off-piste	****	E400 AMG Line Plus E220 Bluetec SE	£49795 329 £39985 168	127
	best compromise betwee	G QUATTROPORTE 4dr sa cated as it might have been.	****	A250 by AMG 4MATIC	£30910 208 154 34		£42810 168 £44300 201	128
and on-road ability D SDV6 255 GS	★★★★☆ £40005 252 213 3			A180 SE A180 Sport	£21840 121 133 18	E350 Bluetec AMG Line S-CLASS 2dr coupé Heav		r.
) SDV6 255 XS) SDV6 255 HSE		GRANTURISMO 2dr cou		A200 AMG Sport	£24615 154 136 24	Continent smothering luxury \$500	★★★★☆ £96195 449	207
SCOVERY SPORT 5dr mpact seven-seater	★★★★☆	soundtrack, average chassis 4.2 V8	£82280 400 330 50		£38195 354 161 43	S65 AMG	£125605 577 £183075 621	279
2 SD4 190 SE 2 SD4 190 SE Tech	£32395 188 162 2 £33895 188 162 2	8 4.7 V8 MC Stradale	£90810 453 331 50 £110135 453 360 50	A180 CDI SE auto A180 CDI Sport	£23240 107 98 16 £22785 107 102 16	S-CLASS 4dr saloon Still real world. Calm, advanced, rev	varding 🖈 🖈 🖈 🛪	**
2 SD4 190 HSE 2 SD4 190 HSE Luxury	£37595 188 162 3 £41195 188 162 3	GRANCABRIO 2dr open soundtrack, average chassis		A180 CDI AMG Sport A200 CDI Sport		S500 Plug-in Hybrid	£82965 436 £88400 449	65
ANGE ROVER EVOQUE sirability for the SUV	3dr 4x4 A new class o	4.7 V8 4.7 V8 Sport	£98340 433 337 50 £103935 453 337 50	A200 CDI AMG Sport	£25110 134 121 21		£70935 328 £74930 328	147
2 eD4 150 Pure Tech 2WD 2 SD4 190 Pure Tech 4WD	£31205 148 129 2 £33505 188 149 3	9	F100/00 HJJ JJI JU	B-CLASS 5dr hatch A slight practical and classy		S600 L AMG Line S63 AMG L	£14950 526 £140615 523 £119845 577	259
2 SD4 190 Dynamic 4WD	£39305 188 149 3	4 2 5dr hatch Much more gro		B180 SE	£21500 120 129 16	S65 AMG L	£179995 621	279
ANGE ROVER EVOQUE sirability for the SUV	****	1.5 75 SE		B180 Sport B180 AMG Line		S300 Bluetec Hybrid L AMG Li		120
O Si4 240 Dynamic Lux 4WD 2 eD4 150 Pure 2WD	£29205 148 133 2	8 1.5 90 SE-L	£11995 74 110 - £12995 74 110 - £13995 90 105 - £14395 90 105 - £14995 90 105 -	B200 SE B200 Sport	£23300 154 130 16	S350 Bluetec AMG Line S350 Bluetec L SE Line	£67940 254 £66910 254	148
2 eD4 150 Pure Tech 2WD 2 SD4 190 Pure 4WD	£31205 148 133 2 £31505 188 149 3	2 1.5 90 Sport		B200 AMG Line B180 CDI SE ECO	£22575 108 94 15	S350 Bluetec L AMG Line	£70940 254	154
2 SD4 190 Pure Tech 4WD		3 1.5 90 Sport Nav	£15395 90 105 -	B180 CDI SE	£22575 108 108 15			



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From £22,000 **BMW 3 Series** Still one of the finest all-round prospects currently on sale and almost certainly the best 3 Series yet. Splendid. ★★★★



From £25,000 **Mercedes-Benz C-Class** Still doing things its own way. Has an upmarket and stately way of working its way under your skin. Clever car. ***



From £23,000 Audi A4 Trails behind its rivals, but due to be replaced later this year. Quality, frugality and cabin ambience are spot on. ★★★★☆



From £20,000 Volvo S60 Styled, sized and priced to compete from the outset, the S60 now has the engines to go with its best intentions. ★★★★☆

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Make and Model Price Bhp CO ₂ g/km	Make and Model Price Bhp nsurance group	Make and Model Price Shp CO ₂ g/km	Make and Model Price Bhp Make and Model	Make and Model Price Shp noo2 g/km nsurance group	Make and Model Price Bhp Insurance group
CLS 4dr saloon Saloon-like practicality, coupe-like	Source Superior Coupe Cynical perhaps, but the hatchback		9	VI = 0 = 1 = 1 = 1 = 1	## 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
rewards ★★★☆ 400 AMG Line £55855 328 170 50 63 AMG S £86510 577 231 50	chassis still shines ★★★☆ 1.6 Cooper £16985 121 127 18 1.6T Cooper S £20025 181 136 31	1.5 dCi Acenta Premium £16465 89 92 9 1.5 dCi Tekna £17370 89 92 9 LEAF 5dr hatch Comfortable electric car with 100	308 5dr hatch Thoughtfully developed and very well appointed but still no class leader ★★★☆ 1.2 PureTech 82 Access £14995 81 117 9		1.2 TCe 115 GT Line S-S £20070 113 119 15 1.6 110 Expr.+ £16750 109 159 14 1.6 110 Dyn'que TomTom £17750 109 159 15
220 BlueTec AMG Line £46500 175 129 44 350 BlueTec AMG Line £49950 254 - 46		mile range ★★★☆☆	1.2 PureTech 110 Active £17945 108 105 13 1.2 PureTech 110 Allure £19145 81 107 13	3.4 GTS £56092 335 211 43	1.5 dCi 110 Expr.+ S-S £18245 109 90 16 1.5 dCi 110 Dyn' TomTom S-S £19245 109 90 17
CLS 5dr shooting brake Saloon-like practicality, coupé-like rewards ★★★☆	ROADSTER 2dr open Occasionally fun, sometimes compromised, never brilliant ★★★☆	80kw Visia + £27590 107 0 23	1.2 PureTech 110 Sportium £17445 108 105 11 1.2 PureTech 130 Active £18695 128 107 14	worthy of its iconic status ★★★★ 3.4 Carrera £74204 345 211 46	1.5 dCi 110 GT Line TomTom S-S £20745 109 90 18 1.6 dCi 130 Dyn' TomTom S-S £19745 128 104 20
220 BlueTec AMG Line £48080 175 129 44	1.6 Cooper £18295 121 133 19 1.6T Cooper S £21180 181 139 32 1.6T John Cooper Works £25030 208 157 37		1.2 PureTech 130 Allure £19895 128 110 15 1.2 PureTech 130 GT Line £21445 128 110 16 1.6 THP 205 GT £24095 202 130 26	3.4 Carrera 4 £79060 345 218 46 3.8 Carrera S £84240 395 223 47 3.8 Carrera 4S £89325 395 233 48	1.6 dCi 130 GT Line TomTom S-S £21245 128 104 20 MEGANE SPORT TOURER 5dr estate Stylish and refined but bland. Nothing exceptional ★ ★ ☆ ☆
GLA 5dr 4x4 Not the most practical crossover, but good looking and very decent to drive ★★★☆	2.0D Cooper SD £21925 141 118 24 PACEMAN 3dr coupé Two-door Countryman a Mini	1.2 DIG-T 115 Visia £15995 114 117 10 1.2 DIG-T 115 Acenta £17645 114 117 10	1.6 HDi 92 Access £16945 91 93 15 1.6 HDi 92 Active £18645 91 93 15	3.8 Turbo £121523 514 227 48 3.8 Turbo S £143045 552 227 48	1.2 TCe 115 Expr.+ S-S £18570 113 119 14 1.2 TCe 130 GT Line TomTom EDC £22470 113 119 15
GLA45 AMG 4MATIC £44600 354 175 -		1.2 DIG-T 115 n-tec £18995 114 117 10 1.2 DIG-T 115 Tekna £20345 114 117 10 1.5 dCi 110 Visia £17595 109 94 11	1.6 Blue HDi 120 Active £19845 118 82 22 1.6 Blue HDi 120 Allure £21045 118 84 24 1.6 HDi 115 Active £19445 113 95 18	911 CABRIOLET 2dr open The best just got better.	1.2 TCe 115 Dyn'que TomTom S-S £19570 113 119 14 1.2 TCe 115 GT Line TomTom S-S £21070 113 119 15 1.6 WT 110 Expr.+ £17750 109 159 14
GLA200 CDI Sport £26265 134 119 25 GLA200 CDI Sport 4Matic £29215 134 119 25 GLA200 CDI AMG Line £27210 134 119 25	1.6T Cooper S £22485 181 139 30 1.6T Cooper S ALL4 £23720 181 148 29 1.6T John Cooper Works £29575 208 165 34	1.5 dCi 110 Acenta £17395 109 94 11 1.5 dCi 110 Acenta £19245 109 94 11 1.5 dCi 110 n-tec £20595 109 94 11	1.6 HDi 115 Active £19445 113 95 18 1.6 HDi 115 Allure £20645 113 100 18 1.6 HDi 115 GT Line £22195 113 100 18		1.6 WT 110 Expr.+ £17750 109 159 14 1.6 WT 110 Dyn'que TomTom £18750 109 159 15 1.5 dCi 110 Expr.+ S-S £19245 109 90 16
GLA200 CDI 4Matic AMG Line £30215 134 119 25 GLA220 CDI Sport 4Matic £30645 168 129 28	1.6D Cooper D ALL4 £21645 110 123 14 1.6D Cooper D £20375 110 111 15	1.5 dCi 110 Tekna £21945 109 94 11 QASHQAI 5dr hatch Second generation a masterly	2.0 Blue HDi 150 Allure £21945 148 97 25 2.0 Blue HDi 150 GT Line £23495 148 97 26	3.4 Carrera 4 £87720 345 223 49 3.4 Targa 4 £87720 345 223 49	1.5 dCi 110 Dyn'que TomTom S-S £20245 109 90 17 1.5 dCi 110 GT Line TomTom S-S £21745 109 90 18
GLA220 CDI AMG Line 4Matic £31645 168 129 29 G-CLASS 5dr 4x4 Massively expensive and compromised, but with character to spare	2.0D Cooper SD £23235 141 119 20 2.0D Cooper SD ALL4 £24535 141 126 19 COUNTRYMAN 5dr 4x4 Big, but still more funky	update of the first. The crossover to beat ★ ★ ★ ★ ★ ★ 1.6 dCi 130 Tekna 4WD £28500 128 115 19 1.2 DIG-T 115 Visia £18265 113 129 17	2.0 Blue HDi 180 GT £25945 178 103 29 308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader ★★★☆	3.8 Targa 4S £97985 395 237 50	1.6 dCi 130 Dyn'que TomTom S-S £20745 128 104 20 1.6 dCi 130 GT Line TomTom S-S £22245 128 104 20 MEGANE 3dr coupé Stylish but average in normal
G350 BlueTEC £86445 208 295 - G63 AMG £129665 537 322 -	than useful ★★★☆ 1.6 One 2WD £17105 97 134 12	1.2 DIG-T 115 Acenta £19850 113 129 14 1.2 DIG-T 115 N-tec £21700 113 129 14	1.2 PureTech 110 Access £17145 108 109 13 1.2 PureTech 110 Active £18845 108 109 13	3.8 Turbo S £151782 552 231 50 918 SPYDER 2dr open Porsche's hybrid hypercar. A	guise. R'sport excellent ★★☆☆ 1.2 TCe 130 GT Line TomTom EDC £22245 113 119 15
size. Nice cabin, too ★★★☆	1.6 Cooper 2WD £18625 120 137 16 1.6T Cooper S 2WD £22005 181 139 30 1.6T Cooper S ALL4 4WD £23240 181 148 28		1.2 PureTech 110 Allure £20045 81 111 13 1.2 PureTech 130 Active £19595 128 109 14 1.2 PureTech 130 Allure £20795 128 115 15	rare and hugely fast new five-star model ★ ★ ★ ★ ★ 4.6 V8 £657400 875 70 50 MACAN 5dr 4x4 Spookily good handling. A sports	1.2 TCe 115 Dyn' TomTom S-S £19345 113 119 15 1.2 TCe 115 GT Line TomTom S-S £20845 113 119 15 1.6 WT 110 Dyn'que TomTom £18250 109 159 15
GL63 AMG £93360 549 288 50 SLK 2dr open Enthusiastic, neat handling and brisk	1.6T JCW £28985 215 165 33 1.6D One 2WD £18135 89 111 13	1.6 DIG-T 163 N-tec + £23750 161 138 14 1.6 DIG-T 163 Tekna £25300 161 138 14	1.6 BlueHDi 120 Active £20745 118 85 20 1.6 BlueHDi 120 Allure £21945 118 88 21	utility vehicle in the purest sense **** 2.0 £41928 234 175 -	2.0T Renaultsport 265 £25935 261 174 36 2.0T Renaultsport 275 Trophy £28930 271 174 36
all-weather roadster 200 CGI BlueEff Sport 250 CGI BlueEff Sport 250 CGI BlueEff Sport 251 CGI BlueEff Sport 252 CGI BlueEff Sport 253 CGI BlueEff Sport	1.6D Cooper 2WD £19885 110 111 18 1.6D Cooper ALL4 4WD £21165 110 123 16 2.0D Cooper SD £22755 141 119 20	1.5 dCi 110 Visia £20015 109 99 17 1.5 dCi 110 Acenta £21600 109 99 17 1.5 dCi 110 N-tec £23450 109 99 14	1.6 HDI 115 Active £20345 1.13 95 18 1.6 HDI 115 Allure £21545 113 100 18 1.6 HDI 92 Access £17845 91 99 15	3.6 V6 Turbo £61689 395 216 44	1.5 dCi 110 Dyn' TomTom S-S
350 CGI BlueEff Sport £44610 302 167 45 SLK55 AMG £55350 416 195 47	2.0D Cooper SD ALL4 4WD £24055 141 126 20	1.5 dCi 110 N-tec + £24000 109 99 14	1.6 HDI 92 Active £19545 91 99 15 1.2 PureTech 130 GT Line £22345 128 115 16	PANAMERA 5dr hatch Technically brilliant and with a great cabin. Soulless ★★★☆	1.6 dCi 130 GT Line TomTom S-S £22945 129 104 20 MEGANE CC 2dr cc Not much fun to drive. Nice
	MITSUBISHI 15dr hatch Electric city transport. Fun, quirky but	X-TRAIL 5dr 4x4 Sleek, Qashqai-based crossover is an	1.6 HDi 115 GT Line £23095 113 100 18 2.0 BlueHDi 150 Allure £22845 148 105 24	3.0 V6 4S £86775 414 211 46	cabin, 1.4 TCe short on pace ★★☆☆ 1.2 TCe 130 Dyn'que TomTom £23800 118 169 19
SL 2dr open Big, luxurious and classier than a royal stud farm. Merc at its best. ★★★★ SL400 AMG Sport £72505 329 178 50	ludicrously expensive MiEV Keiko £28554 63 0 27 MIRAGE 5dr hatch Straightforward hatchback Not		2.0 BlueHDi 150 GT Line £24395 148 105 26 2.0 BlueHDi 180 GT £26845 178 107 29 508 4dr saloon Very competent and likeable package.	3.6 V6 PDK £64458 306 199 46	1.2 TCe 130 GT Line TomTom £25300 118 169 19 1.5 dCi 110 Dyn'que TomTom £24545 109 124 17 1.6 dCi 130 Dyn'que TomTom £25045 109 124 17
SL500 AMG Sport £81920 429 212 50 SL63 AMG £112520 557 231 50	for the likes of us 1.0 70 MIVEC 1 \$\delta \pm	1.6 dCi Acenta 4WD £26695 128 139 20 1.6 dCi n-tec 2WD £27645 128 129 19	163 HDi the best ★★★☆ 2.2 HDi 200 GT £30645 201 140 37	4.8 V8 GTS PDK £94316 424 239 50 4.8 V8 Turbo PDK £108931 493 242 50	1.6 dCi 130 GT Line TomTom £26545 109 124 17 SCENIC 5dr mpv Still a class act. Well priced and
	1.2 79 MIVEC 2 £11054 79 96 18 1.2 79 MIVEC 3 £12054 79 100 18 ASX 5dr hatch Engine sets a new standard, but	1.6 dCi Tekna 2WD £29645 128 129 19	1.6 e-HDi 115 Active Nav £22195 113 109 24 1.6 e-HDi 115 Allure Nav £24295 113 111 25 2.0 HDi 140 Active Nav £22595 140 115 27		equipped ★★★☆ 1.2 TCe 130 Dyn. TomTom XMOD £22405 113 140 18 1.2 TCe 130 Dyn'que TomTom \$ £20905 113 140 18
4.0 V8 £97200 456 216 50	otherwise unexceptional ★★★☆☆	PATHFINDER 5dr 4x4 Tough, but no Discovery. Spacious but unrefined ★★★☆	2.0 HDi 140 Allure Nav £24695 140 119 28 2.0 BlueHDi 150 Allure Nav £25795 148 101 30	fun. Hybrid not entertaining ★★★☆☆	1.6 WT 110 Expr.+ XMOD £18165 109 178 19 1.6 WT 110 Dyn'que TomTom £19365 109 174 19
CL 2dr coupé Comfortable big coupe. More GT than sports car ★★★☆ CL500 £95545 429 227 50	1.6 3 2WD £17435 115 137 13 1.8 DID 3 2WD £19435 114 136 19 1.8 DID 4 4WD £23434 114 136 19	2.5 dCi 190 Tekna £36280 188 224 31	2.0 HDi 163 Allure Nav auto £26595 161 140 30 2.0 HDi Hybrid4 Allure Nav £31995 200 91 36	3.6 V6 £50271 296 215 - 3.6 V6 S £61770 414 229 48 3.6 V6 GTS £73448 414 234 -	1.6 WT 110 Dyn TomTom XMOD £19370 109 178 19 1.2 TCe 115 Dyn. TomTom S-S £20555 113 135 18
CL63 AMG £118885 536 244 50	1.8 DiD 4 4WD	370Z 2dr coupé Great engine and poised handling. Lots of road noise ★★★☆ 3.7 V6 Nismo £37585 345 248 46	508 SW 5dr estate As good as saloon, only better looking ★★★☆ 1.6 e-HDi 115 Active Nav £23395 113 110 24	4.8 V8 Turbo £94729 513 267 50	1.2 TCe 115 Dyn TomTom XMOD £20455 113 140 18 1.5 dCi 110 Dyn. TomTom S-S £21395 109 105 19 1.5 dCi 110 Expr.+ XMOD £19945 109 128 19
M-CLASS 5dr 4x4 Roomy, quiet and well-appointed. A proper Merc SUV ★★★☆	finesse, but still charming 3.2 Di-DC SG2 £29544 197 213 32	3.7 V6 £27445 323 248 46 3.7 V6 GT £32525 323 248 46	1.6 e-HDi 115 Allure Nav £25695 113 112 25 2.0 BlueHDi 150 Allure Nav £27195 148 102 30	4.2 V8 S Diesel £62794 380 209 50	1.5 dCi 110 Dyn TomTom XMOD £21395 109 105 19 1.6 dCi 130 Dyn. TomTom S-S £22495 128 114 23
ML63 AMG £87005 536 276 50	3.2 Di-DC SG3 auto £34744 197 224 34 3.2 Di-DC SG4 auto £37744 197 224 34 OUTLANDER 5dr 4x4 Practical and efficient,	GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value ★★★☆ 3.8 V6 2014 MY £78030 523 275 50	2.0 HDi 140 Active Nav £23795 140 120 27 2.0 HDi 140 Allure Nav £26095 140 125 28 2.0 HDi 163 Allure Nav auto £27995 161 144 30	PROTON SAVVY 5dr hatch Compromise in quality isn't worth the saving	1.6 dCi 130 Dyn TomTom XMOD
ML250 BlueTEC AMG Line £50850 201 165 38 ML350 BlueTEC AMG Line £54000 254 189 43	although very ordinary inside ★★★☆ 2.0 PHEV GX3h £33304 200 44 26	3.8 V6 Nismo £125000 523 275 50	2.2 HDi 200 GT £32045 201 144 37 2008 5dr hatch Efficient and well-mannered but	1.2 Style £7995 75 134 8 SATRIA NEO 3dr hatch Best Proton ever, but still	1.2 TCe 130 Dyn. TomTom S-S £22125 113 140 19 1.2 TCe 115 Dyn. TomTom S-S £21775 113 140 19
V-CLASS 5dr mpv Expensively appointed mini bus. With matching price tag ★★★☆ V220 SE £41845 161 149 -	2.0 PHEV GX4h £37954 200 44 27 2.0 PHEV GX4hs £40054 200 44 24 2.0 PHEV GX5h £42954 200 44 28	M600 2dr coupé A new era for the Brit maker. Outrageous pace and handling ****	short on space and style ★★★☆ 1.2 VTi 82 Access + £13195 81 114 10 1.2 VTi 82 Active £14295 81 114 11		1.6 WT 110 Dyn'que TomTom £20590 109 178 19 1.5 dCi 110 Dyn. TomTom S-S £22615 109 105 19 1.6 dCi 130 Dyn. TomTom S-S £23715 128 114 24
V220 Sport £44340 161 149 - V220 Extra Long SE £43380 161 149 -	2.0 PHEV GX5hs £45054 200 44 24 2.2 DI-D GX2 4WD £23984 148 138 22	4.4 V8 £200000 650	1.2 VTi 82 Allure £15595 81 114 11 1.6 VTi 120 Allure £16750 118 135 20	GEN-2 4dr saloon Hugely disappointing despite price ★☆☆☆	ROLLS-ROYCE
	2.2 DI-D GX3 4WD £26784 148 140 23 2.2 DI-D GX4 4WD £30684 148 140 24 2.2 DI-D GX4s 4WD Au £34234 148 153 22	DEUGEOT	1.6 VTi 120 Feline Calima £18150 118 135 19 1.6 VTi 120 Feline Mistral S-S £18450 118 135 19 1.4 HDi 70 Access + £14495 67 104 10		GHOST 4dr saloon The best driver's car in the stable. Fabulously indulgent ★★★☆
V250 Extra Long SE £45055 161 157 - V250 Extra Long Sport £47550 161 157 -	MORGAN	63 £26216 63 0 28 66 UK drive £26216 63 0 28	1.4 HDi 70 Active £15595 67 104 10 1.6 e-HDi 92 Active S-S £16245 91 103 17	1.3 GLS £9195 74 164 10	PHANTOM 4dr saloon Opulence befitting the price
MG MG3 5dr hatch Neatly tuned and nicely styled super-	3 WHEELER Odr open Eccentric, uniquely English and not a little special ★★★★ 1.9 115 Sport £31140 115 215 -	108 3dr hatch Sister car to the Aygo. And distant second to most city car rivals ★★☆☆ 1.0 Access £8345 68 95 6	1.6 e-HDi 92 Active EGC S-S £16845 91 98 17 1.6 e-HDi 92 Allure S-S £17745 91 103 18 1.6 e-HDi 92 Feline Calima £19145 91 103 17	RADICAL SR3 2dr coupé Spectacular on the track; not so good	tag. Benchmark ride quality 6.8 V12 6.8 V12 £285200 £336700 £336700 £336700 £336700 £336700 £336700 £336700 £336700
mini. Flaws covered up by price ★★★☆☆ 1.5 3Time £8399 105 136 4	1.9 115 Bespoke £34000 115 1.9 115 Superdry £34995 115	1.0 Active £9595 68 95 6 1.0 Active Top £10595 68 95 7	1.6 e-HDi 92 Feline Mistral £19445 91 103 17 1.6 e-HDi 115 Allure S-S £18345 113 105 20	on the way home ★★★★☆	PHANTOM 2dr coupé Opulence befitting the price tag. Benchmark ride quality ★★★☆
	AERO SUPERSPORTS 2dr open Has pace and kerbside status, but pricey ★★☆☆ 4.8 V8 £126900 390 269 -	1.0 Active S-S Top £10845 68 88 7	1.6 e-HDi 115 Feline Calima SS £19745 113 105 20 1.6 e-HDi 115 Feline Mistral S £20045 113 105 20 3008 5dr mpv Good handling and flexible cabin. Split	RENAULT	6.8 V12 £313200 453 377 - PHANTOM 2dr open Opulence befitting the price tag. Benchmark ride quality ★★★☆
MG6 4dr saloon Good dynamics and space. Poor finish and running costs ★★☆☆		1.2 VTi Allure Top £12095 81 99 11	tailgate a useful touch 2.0 HDi 163 Allure Au £25050 161 145 23	Suitably irreverent and impractical ★★★☆ EV 13kW Urban £6895 17 0 10	6.8 V12 Drophead £332400 453 377 - WRAITH 2dr coupé In many respects - not least from
	PLUS 4 2dr open Has its appeal. Needs more chassis	108 5dr hatch Sister car to the Aygo. And distant second to most city car rivals ★★☆☆ 1.0 Active £9995 68 95 6	1.6 VTi 120 Access £17550 118 155 17 1.6 VTi 120 Active £19250 118 155 17	EV 13kW Technic £7595 17 0 11 ZOE 5dr hatch Far more practical zero emission	behind the wheel - the best Roller ** * * * * 6.6 V12 £230320 642 327 50
MGG 5dr hatch Good dynamics and space. Poor finish and running costs ★★☆☆☆ 1.8 TCI GT \$ £15455 158 174 13	finesse, but still charming 2.0 2 Seater 2.0 4 Seater £35400 £40200 £40200 £45 £172 £40200 £572 £40200 £572	1.0 Active Top £10995 68 95 7	1.6 VTi 120 Allure £21200 118 155 17 1.6 THP 156 Allure £22050 154 154 23 1.6 HDi 115 Access £19345 113 125 18	solution. Attractive price ★★★☆ Expr. £18443 87 0 15 Dyn'que Zen £20043 87 0 16	SEAT MII 3dr hatch Predictably not quite as good as the VW
1.8 TCI GT SE £16955 158 174 14 1.8 TCI GT TSE £18955 158 174 14	ROADSTER 2dr open More advanced, but pricey and needs better brakes ★★☆☆☆	1.2 VTi Allure £11495 81 99 11	1.6 HDi 115 Active £20795 113 125 18 1.6 HDi 115 Allure £22745 113 127 18	Dyn'que Intens £20043 87 0 16 TWINGO 5dr hatch Rear-engined city car is cleverly	Up. Cheaper, though ★★★☆ 1.0 60 \$ £8195 59 105 1
1.9 DTI GT S £16995 148 129 13 1.9 DTI GT SE £18195 148 129 14 1.9 DTI GT TSE £20195 148 129 14		1.2 VTi Allure Top £12495 81 99 11 1.2 VTi Feline £12345 81 99 11 208 3dr hatch Big improvement for Peugeot, if not the	1.6 e-HDI 115 Active EGC £21645 113 110 18		1.0 60 S AC £8705 59 105 1 1.0 60 SE £9630 59 105 1 1.0 60 Toca £9995 59 105 1
MINI	requires oodles of cash ★★★☆☆ 4.8 V8 £85200 367	supermini class ★★★☆ 1.0 VTi Access £10195 67 99 5	2.0 HDi FAP 150 Active £21900 148 139 24 2.0 HDi FAP 150 Allure £23850 148 139 22	1.0 SCe 70 Play £9995 69 105 3 1.0 SCe 70 Dyn'que S-S £10995 69 95 3	1.0 60 Ecomotive £9530 59 96 1 1.0 75 SE auto £10760 74 105 2
HATCH 3dr hatch Has matured very satisfyingly into its larger footprint . A real contender ★★★★ 1.2 One £13955 102 108 12	NISSAN MICRA 5dr hatch Low running costs but below	1.0 VTi Active £12395 67 99 6	2.0 HDi Hybrid 4 Active £27245 197 85 30 2.0 HDi Hybrid 4 Allure £28245 197 99 31 5008 5dr mpv Well resolved ride and handling with a	Better looking than most ★★★☆	1.0 75 Sport £10380 74 108 2 MII 5dr hatch Predictably not quite as good as the VW Up. Cheaper, though
1.5 Cooper £15505 134 105 18 2.0 S Cooper £18840 189 133 26	average overall ★★☆☆ 1.2 Visia £10295 79 115 6	1.2 VTi Active £12895 81 104 8 1.2 VTi Allure £14295 81 104 8	useful 7-seat interior ★★★☆ 1.6 VTi 120 Access £19350 118 159 13	0.9 TCe 90 Dyn'que Media Nav £15395 89 115 9 0.9 TCe 90 Dyn'que S Media N £16795 89 115 10	1.0 60 S £8545 59 105 1 1.0 60 S AC £9055 59 105 1
1.5 D One £15075 114 89 11 1.5 D Cooper £16635 114 92 15 2.0 SD Cooper £19655 168 106 23	1.2 Tekna £13345 79 115 7	1.6 THP 156 XY £18150 154 135 26	1.6 VTi 120 Active £21100 118 159 15 1.6 THP 156 Allure £23750 154 163 19 1.6 e-HDi 115 Access EGC £21895 113 113 16	1.2 TCe 120 Dyn'que Media N £17695 118 125 14 1.2 TCe 120 Dyn'que S Media N £19195 118 125 15 1.5 dCi 90 Expr. + £15995 89 95 11	
HATCH 5dr hatch Additional door hardly adds charm. Bottom line embellished nevertheless ★★★☆	1.2 DIG-S Acenta £13045 97 99 10 1.2 DIG-S Tekna £14445 97 99 11	1.4 HDi Access+ £13245 67 98 11 1.4 HDi Active £14195 67 98 11	1.6 e-HDi 115 Active EGC £23495 113 123 17 1.6 e-HDi 115 Allure EGC £25295 113 126 16	1.5 dCi 90 Dyn'que Media Nav £16995 89 95 12 1.5 dCi 90 Dyn'que S Media N £18495 89 95 12	1.0 75 SE auto £11110 74 105 2 1.0 75 Sport £10730 74 108 2
1.5 Cooper £16105 134 109 18	ling package. High CO2 ★★★☆☆	1.6 e-HDi 92 Style £15595 91 95 17	1.6 HDi 115 Active £22745 113 128 17	CLIO 5dr hatch Attractive, nice to drive and practical. Only the Fiesta does it better ★★★★☆	IBIZA 3dr hatch Sharp looks and handling. Cupra needs a manual ★★★☆
2.0 S Cooper £19440 189 136 26 1.5 D One £15675 94 92 11 1.5 D Cooper £17235 114 95 15	1.2 DIG-T Acenta Premium £16720 114 129 12 1.2 DIG-T Tekna £17770 114 129 12	1.6 e-HDi 92 XY £17895 91 95 16 1.6 e-HDi 115 XY £18545 113 99 20	2.0 HDi 150 Active £23750 148 138 20 2.0 HDi 163 Active auto £24950 161 149 20		1.4 85 SE £12545 84 139 9 1.4 85 Toca £12870 84 139 11
2.0 SD Cooper £20255 168 109 23 ONE CONVERTIBLE 2dr open Lots of style, but	1.6 Visia £13620 93 138 12 1.6 DIG-T 190 Acenta Premium £18150 188 159 21	208 5dr hatch Big improvement for Peugeot, if not the supermini class ★★★☆	2.0 HDi 150 Allure £25550 148 140 20 2.0 HDi 163 Allure auto £26750 161 149 19	1.2 75 Expr. + £12675 75 127 8 1.2 75 Dyn'que Media Nav £13675 75 127 8	1.2 TSI 105 SE DSG £14185 104 124 12 1.2 TSI 105 FR £14190 104 119 12
poor ride and refinement ★★★☆☆ 1.6 £16585 97 133 14 COOPER CONVERTIBLE 2dr open Lots of style,	1.6 DIG-T 190 Tekna £19200 188 159 21 1.6 DIG-T 200 Nismo £21650 197 159 21 1.5 dCi Visia £15520 109 104 13	1.0 VTi Access + £12045 67 99 6	RCZ 2dr coupé Classy, interesting, fun coupe. Peugeot's got its mojo back ★★★☆ 1.6 THP 156 Sport £22350 154 149 27	0.9 TCe 90 Eco Expr. + £13925 89 99 9	1.2 TSI 105 FR DSG £15285 104 124 12 1.4 TSI 140 ACT FR £15495 138 109 21 1.4 TSI 140 ACT FR Edition £16110 138 109 22
poor ride and refinement ★★★☆☆ 1.6 £18015 121 133 18	1.5 dCi Acenta	1.2 VTi Active £13495 81 104 8 1.2 VTi Access + £12545 81 104 8	1.6 THP 156 GT £24750 154 149 28 1.6 THP 200 GT £27150 197 155 34	0.9 TCe Eco Dyn'que Media Nav £14925 89 99 9 0.9 TCe 90 Dyn'que S Media Nav £15675 89 105 10	1.4 TSI 180 Cupra DSG £18980 178 139 27 1.2 TDI 75 S A-C £13305 74 102 7
1.6T S £21215 181 139 30		1.2 VTi Style £14245 81 104 11		1.5 dCi 90 Expr. + £14975 89 90 13	
1.6T S John Cooper Works £25460 208 157 36 1.6D £19095 110 105 19	1.2 Visia £12130 78 109 6 1.2 Acenta £13525 78 109 6	1.6 VTi Feline £17245 118 129 14 1.4 HDi Access+ £13845 67 98 11	PORSCHE	1.5 dCi 90 Dyn'que Media Nav £15975 89 90 13 1.5 dCi 90 Eco Dyn'q Media Nav £16225 89 83 13	1.6 TDI 105 FR £15910 104 112 14 2.0 TDI 143 FR £17085 141 123 22
1.6D Highgate £22255 110 105 21 2.0D SD £21925 141 118 23 2.0D SD Highgate £24955 141 118 24	1.2 DIG-S Acenta £14625 97 99 10		BOXSTER 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant ★★★★ 2.7 £40098 261 195 40	MEGANE 5dr hatch Stylish and refined but bland.	IBIZA 5dr hatch Sharp looks and handling. Cupra needs a manual ★★★☆ 1.2 12v 70 S A-C £11960 69 125 5
2.4933 141 118 24	1.2 DIG-S Acenta Premium £15565 97 99 10 1.2 DIG-S Tekna £16470 97 99 10 1.5 dCi Visia £14130 89 92 8	1.6 e-HDi 92 Style £16195 91 95 17	3.4 \$ £48553 311 211 43	1.2 TCe 130 GT Line TomTom EDC £21470 113 119 15 1.2 TCe 115 Expr.+ S-S £17570 113 119 14	1.4 85 SE £13095 84 139 9
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1.2 TSI 105 SE DSG 1.2 TSI 105 FR	£14735 £14740	104 119	12	FABIA 5dr estate Straight-la as likeable an all-rounder as you'l	l find 🖈 :	**	k :	3.6 V6 FSI Eleg. 4WD 3.6 V6 FSI Laurin and Klement		256	215 34	2.00 EX	£23995	155	212 29	
1.2 TSI 105 FR DSG 1.4 TSI 140 ACT FR 1.4 TSI 140 ACT FR Edition	£15835 £16045 1 £16660	138 109	21	1.0 75 SE	£12460 £13965 £14755	74	109 3	1.6 TDI 105 S Greenline 1.6 TDI 105 SE Greenline 1.6 TDI 105 Eleg. Greenline	£20200 £21665 £23990	103	109 17 109 17 109 17	FORESTER 5dr 4x4 Solid, sunsexy	spacious an			
1.2 TDI 75 S A-C 1.2 TDI 75 S A-C Ecomoti	£13855	74 102	2 7	1.2 TSI 110 S DSG	£14740 £15245	108	109 13	1.6 TDI 105 S 2.0 TDI 140 S	£19890 £20490	103	117 17	2.0i XE 2.0i XE Premium	£25495	147		
1.2 TDI 75 SE Ecomotive 1.6 TDI 105 SE	£14910 £15460	74 92	7	1.2 TSI 110 SE L	£16035 £14595	108	110 12	2.0 TDI 140 SE 2.0 TDI 140 Eleg. 4WD	£22130 £26430	138	119 23 137 22	2.0i XT Turbo CVT 2.0d X	£30995 £24995	237	197 34 150 24	
1.6 TDI 105 FR 2.0 TDI 143 FR	£16460 £17635	141 123	3 22	1.2 TSI 90 SE L 1.4 TDI 105 SE L	£15385 £17985	104	107 8 97 12	2.0 TDI 140 Laurin and Klement 2.0 TDI 140 Laurin Klement 4WD	£28550	138	119 24 137 23	2.0d XC 2.0d XC Premium	£29495	145 145	156 25 156 25	
IBIZA 5dr estate Riva fun	***	† ☆☆		1.4 TDI 90 SE	£15090 £16595	89 89	94 10	2.0 TDI 170 SE 2.0 TDI 170 Eleg.	£23060 £25770	168	120 25 120 26	xv 5dr 4x4 No nonsense cros enough sense	***	₩₩		
1.2 70 S A-C 1.4 85 SE 1.4 85 Toca	£12660 £13795 £14120	84 139	9	1.4 TDI 90 SE L RAPID 5dr hatch Slender five sense under a Skoda badge	£17385 -door hai	tch mak	kes most	2.0 TDI 170 Laurin and Klement SUPERB 5dr estate Enormo cut-price E-class for the masses	us and br	rilliant. <i>F</i>	120 26	2.0i SE 2.0i SE Premium 2.0D SE	£21995 £23995 £23995	148	160 22	
1.2 TSI 105 SE DSG 1.2 TSI 105 FR	£15435 £15440	103 124	112	1.6 TDI 105 E	£17145 £17715	103	114 16	1.4 TSI S 1.6 TDI 105 S	£19815 £21015	123	142 19 119 17	2.0D SE Premium OUTBACK ESTATE 5dr 4x	£25995	144	146 27	
1.4 TSI 140 ACT FR 1.2 TDI 75 S A-C	£16745 £14555	138 109	21	1.6 TDI 90 GreenLine	£17975 £17965	103	99 13 104 13	1.6 TDI 105 S Greenline 1.6 TDI 105 SE Business GreenL	£21325	103	113 17 113 17	but no benchmark 2.5i SE Lineartronic	***	☆☆		
1.2 TDI 75 S A-C Ecomotive	£15610	74 92	7	1.6 TDI 90 S	£17215 £16015	103	114 13	1.6 TDI 105 SE Greenline 1.8 TSI 160 Eleg. DSG	£22945 £27030	158	113 17 164 26	2.5i SE Premium Lineartronic 2.0D SE	£27995	148	161 20 145 22	
1.6 TDI 105 SE 1.6 TDI 105 FR		104 112	14	1.2 75 S	£16965 £13350	74	137 7	1.8 TSI 160 SE 2.0 TDI 140 Eleg.	£23010 £26120	138	160 25 119 23	2.0D SE Premium WRX STI 4dr saloon Appea		shione	ed and	
TOLEDO 5dr hatch M no other lasting impressio 1.2 TSI 85 S		* # #		1.2 TSI 86 SE	£14140 £15090 £14390	84	119 10	2.0 TDI 140 Eleg. 4x4 2.0 TDI 140 Laurin and Klement 2.0 TDI 140 Laurin Klement 4x4		138	139 22 119 24 139 23	behind the times all at once 2.5 STI BRZ 2dr coupé The GT-86's h	£28995	296	242 40	
1.2 TSI 105 S 1.2 TSI 105 SE	£15295 £16515	104 116	5 13	1.2 TSI 86 GreenTech SE	£15340 £15790	84	114 10	2.0 TDI 140 Outdoor 4x4	£27000 £28000	138	139 23 139 23	good in Subaru blue. Cheaper, to 2.0i SE		**		
1.4 TSI 122 SE DSG 1.6 TDI 105 CR S Ecomoti	£17965 re £17150	120 134 104 104	117	1.2 TSI 105 Eleg.	£16540 £16040	104	125 13	2.0 TDI 140 S 2.0 TDI 140 SE	£21615 £23410	138	119 22 119 23	2.0i SE Lux	£23995	197	181 31	
1.6 TDI 105 CR SE Ecomol LEON 3dr hatch			5 15	1.2 TSI 105 GreenTech Eleg. 1.2 TSI 105 Sport	£16790 £15840	104	125 15	2.0 TDI 140 SE Business 2.0 TDI 170 Eleg.	£22370 £27050	168	119 22 122 26	SUZUKI ALTO 5dr hatch Energetic, fo				
1.6 TDI 110 SE Ecomotive 1.2 TSI 110 S	£19625 £15815	108 114	113	1.4 TSI 122 Eleg. DSG	£17585 £18335	120	134 16	2.0 TDI 170 Eleg. 4x4 2.0 TDI 170 Laurin and Klement		168	149 25 122 26	fun. Noisy but endearing 1.0 SZ	★★★ £7199	67	99 4	
1.2 TSI 110 SE 1.4 TSI 125 SE 1.4 TSI 150 FR	£16935 £17535 £19700	123 120	16	1.4 TSI 122 GreenTech Eleg.	£17705 £18455 £16590	120	127 18	2.0 TDI 170 Laurin&Klement 4x4 2.0 TDI 170 Outdoor 4x4 2.0 TDI 170 Outdoor Plus 4x4	£32720 £29240 £30240	168	149 25 149 25 149 25	CELERIO 5dr hatch Roomy bargain price 1.0 AGS SZ4	, decent to ★ ★ ★ £9799	**		
1.8 TSI 180 FR 2.0 TSI 265 Cupra	£20740 £25960	178 137	7 25	1.6 TDI 105 SE	£17540 £18290	103	114 15	2.0 TDI 170 SE 2.0 TDI 170 SE 2.0 TDI 170 SE 4x4	£24340 £27240	168	122 25 149 24	1.0 Dualjet SZ3 1.0 SZ3	£8499 £7999	68	84 -	
2.0 TSI 280 Cupra 1.6 TDI CR 105 S	£27210 £17515	276 154		1.6 TDI 105 GreenTech SE	£17790	103	106 15	3.6 V6 FSI Eleg. 4WD 3.6 V6 FSI Laurin and Klement	£31940	256	217 34 217 34	1.0 SZ4 SPLASH 5dr hatch Lots of:	£8999	68	99 -	
1.6 TDI CR 105 SE 2.0 TDI CR 150 SE	£18635 £19985	148 106	5 19	RAPID SPACEBACK 5dr es makes most sense of Rapid's skini	tate Esi ny body≯	tate sha	ape r★☆	1.6 TDI 105 Eleg. Greenline ROOMSTER 5dr mpv Ouirky	£25375 looks, ta	103 elented p	113 17 oackage,		★★★ £9599	68	109 7	
2.0 TDI CR 150 FR 2.0 TDI CR 184 FR	£21530 £22520	181 109	26	1.2 TSI 105 Greentech Eleg.	£16890	104	118 14	awkward image 1.2 S	£12105	69		1.0 SZ3 1.2 SZ3	£10319 £10799	93	109 7 118 11	
back from the Golf's qualit		★☆		1.2 TSI 105 SE	£16430 £16180 £14750	104	125 14	1.2 TSI 85 S	£13575 £12750	84	143 6 134 9 134 9	1.2 SZ4 SWIFT 3dr hatch Cute looks	£11879 and reward	ding ha		
1.6 TDI 110 SE Ecomotive 1.2 TSI 110 S 1.2 TSI 110 SE	£16115 £17235	108 114	113	1.2 TSI 86 Greentech SE	£14730 £15730 £14500	84	114 12		£14135 £14685 £14185	84	134 9	Sport is excellent fun 1.2 SZ2 1.2 SZ3	£8999 £10599	93	116 11 116 11	
1.4 TSI 125 SE 1.4 TSI 150 FR	£17835 £20000	123 120	16	1.2 TSI 86 SE	£15480 £18445	84	119 12		£14800 £15350	104	134 12 134 12	1.2 SZ4 1.6 Sport	£11699	93	116 11 147 19	
1.8 TSI 180 FR 2.0 TDI CR 184 FR	£21040 £22820	178 137	7 25	1.4 TSI 122 Greentech SE DSG	£18105 £18565	120	127 18	1.2 TDI 75 Greenline II 1.6 TDI CR 90 SE	£16325 £15415	74	109 9 124 11	SWIFT 5dr hatch Cute looks Sport is excellent fun		ding ha	andling.	
2.0 TSI 280 Cupra 1.6 TDI CR 105 S	£27510 £17815	104 99	13	1.4 TSI 122 SE DSG 1.6 TDI 105 Eleg.	£17985 £18390	103	114 16	1.6 TDI CR 90 Scout 1.6 TDI CR 105 SE	£15965 £15640	104	124 11 124 13	1.2 SZ3 4x4 1.2 SZ4 4x4	£12099 £13699	93	116 11 116 11	
1.6 TDI CR 105 SE 2.0 TDI CR 150 SE	£18935 £20285	148 106	5 19	1.6 TDI 105 Greentech SE	£18640 £18180	103	106 16	1.6 TDI CR 105 Scout YETI 5dr 4x4 Useful, versatile		ood han	124 13 dling	1.2 SZ2 1.2 SZ3	£9499 £11099	93	116 11 116 11	
2.0 TDI CR 150 FR LEON 5dr estate Shar back from the Golf's qualit		dling. Inevit		1.6 TDI 105 SE	£16950 £17930 £17355		114 15 114 16 99 14	and engines 1.6 TDI 105 Outdoor SE B'nes G 2.0 TDI 110 Outdoor SE 4WD	£19915 £21405	103	119 14 154 14	1.2 SZ4 1.6 Sport SX4 5dr 4x4 Well-priced juni	£12199 £14499	134		
1.2 TSI 105 S 1.2 TSI 105 SE	£16675 £17795	104 114		1.6 TDI 90 GreenTech Eleg.	£17990 £17530	89	106 14	2.0 TDI 140 Outdoor SE Bness 4 1.2 TSI 105 S		138	152 18 142 13	ride. Diesel is unrefined 1.6 SZ3 2WD	£12595	**		
1.4 TSI 140 FR 1.4 TSI 140 SE	£20390	138 122	2 18	1.6 TDI 90 S	£16300 £17280	89	114 13	1.2 TSI 105 Outdoor S 1.2 TSI 105 SE	£16915	103	142 13	1.6 SZ5 4WD SX4 S-CROSS 5dr hatch	£15899	118	149 16	
1.6 TDI 110 SE Ecomotive 1.6 TDI CR 105 S	£18810	104 99	13	OCTAVIA 5dr hatch Extended	d wheelba	ise mak	ces the		£20250	103	142 14	very worthy crossover also-ran 1.6 SZ3	£13999	118	127 13	
1.6 TDI CR 105 SE 1.8 TSI 180 FR	£22035	178 137	7 25		£19775	104	99 14		£25940	158	184 22	1.6 SZ-T 1.6 SZ5	£17999 £20249	118	127 14	
2.0 TDI CR 150 FR 2.0 TDI CR 150 SE 2.0 TDI CR 184 FR	£21280	148 106	5 19	1.2 TSI 105 SE	£17875	104	114 13	1.6 TDI 105 S GreenLine II 1.6 TDI 105 Outdoor S GreenLin 1.6 TDI 105 SE GreenLine II	£18405	103	119 14	1.6 SZ5 Allgrip 1.6 DDIS SZ3 1.6 DDIS SZ4	£22049 £16999 £17999	118	110 20	
2.0 TDI 150 SE X-Perience	£24385	148 129	19	1.4 TSI 140 Eleg.	£20775	138	121 19	1.6 TDI 105 Outdoor SE GreenLi 1.6 TDI 105 Eleg. GreenLine	£19915	103	119 14	1.6 DDiS SZ-T	£19499 £21299	118	110 20	
2.0 TDI 184 SE Tech X-Per ALTEA 5dr hatch Sho	ience £28870	181 129	23	2.0 TSI 220 vRS 1.6 TDI 105 S	£23830 £18575	217 104	142 29 99 13	1.6 TDI 105 Outdoor Eleg. 2.0 TDI 110 S	£21675 £18255	103 109	119 14 134 14	1.6 DDIS SZ5 1.6 DDIS SZ5 Allgrip	£21749 £23549	118 118	110 19 114 19	
visibility. Well-judged driv 1.6 TDI 105 i-Tech Ecomo	tive £15445			1.6 TDI 105 Eleg.	£21625	104	99 14	2.0 TDI 110 Outdoor S 4WD	£19895	109	154 14	VITARA 5dr 4x4 Utterly wor Drives better than most	***	**		
	notiv £16165	103 119	13	1.6 TDI 110 SE Business Greenl	£20225	108	90 19		£19765	109	134 14	1.6 SZ5 AllGrip 1.6 SZ4	£19799 £13999	118	123 -	
XL 2.0 TDI 140 i-Tech ALHAMBRA 5dr mpv value. Not exciting	Practical, refin			2.0 TDI 150 SE Business	£20535	148	106 20	2.0 TDI 110 Outdoor Eleg.	£21590	109	134 14	1.6 SZ-T 1.6 SZ5 1.6 DDIS SZ-T	£15499 £17999 £16999	118	123 -	
2.0 TDI 140 Ecomotive S 2.0 TDI 140 Ecomotive SI	£25630	138 146		2.0 TDI 150 Laurin & Klement	£26465	148	107 22		£24165	138	152 19	1.6 DDiS SZ5	£19499 £21299	118	106 -	
2.0 TDI 140 Ecomotive I- 2.0 TDI 140 Eco' SE Lux	ECH £28630 £30900	138 146 138 146	5 18 5 18	OCTAVIA 5dr estate Extende Octavia an even more practical ch	d wheelb	ase ma	kes the	2.0 TDI 170 Outdoor Eleg. 4WD 2.0 TDI 170 Outdoor L&K 4WD	£24840	168	149 22	TESLA				
2.0 TDI 177 SE 2.0 TDI 177 SE Lux				1.6 TDI 105 SE 4x4	£23880 £22180	104	119 13	SMART				MODEL S 5dr hatch Brings critically, credibility to electric of	offerings 🖈	**		
SKODA CITIGO 3dr hatch The	VW IIn in ontry	laval Skada			£21425	108	90 15	FORTWO 3dr hatch A better there's no new reason to buy it		★☆		60kWh 85kWh 85kWh Dual Motor	£52680 £58680	416		
format 1.0 60 S	£8275	★ ★☆		2.0 TDI 150 Eleg. 4x4	£24780	148	124 20	0.9 90 Prime	£12415 £12415	89	97 -		£62780 £79080			
1.0 60 SE 1.0 60 Monte Carlo	£9135	59 105	1	2.0 TDI 150 SE Business	£21735	148	106 19	1.0 70 Passion	£11125 £11820	70	93 -	TOYOTA AYGO 3dr hatch Probably th	e hest of its	s ilk. bu	ıt we'd	1
1.0 60 Greentech SE 1.0 60 Greentech Eleg.	£9495 £10010	59 95 59 95	1	1.2 TSI 105 SE 1.4 TSI 140 SE	£18680 £19880	104 138	117 13 121 18	1.0 70 Proxy FORFOUR 5dr hatch Four de	£11820 oors mak	70 es the si	93 - mart	still pay the premium for a VW U	p ★★★ £8695	★☆ 68	95 6	
1.0 75 Greentech Eleg. CITIGO 5dr hatch The	£10400 VW Up in entry-	74 98 level Skoda	2	1.4 TSI 140 Eleg. 1.8 TSI 180 Laurin & Klement	£21580 £27830	138 178	121 19 136 25	more mainstream. Still expensive 1.0 70 Passion	, though £11620	★★ 70	k ★☆ 97 -	1.0 x-pression	£9895 £11095	68 68	95 7 95 7	
format 1.0 60 S		59 105		1.6 TDI 105 S	£19380	104	99 13	1.0 70 Prime 1.0 70 Proxy 1.0 70 Edition 1	£12315 £12315	70	97 -	1.0 x-cite 1.0 x-clusiv	£11295 £11395	68	95 7	
1.0 60 SE 1.0 60 Monte Carlo 1.0 60 Greentech SE	£9485 £11020 £9845	59 105	5 2	1.6 TDI 105 Eleg.	£22430	104	99 14	1.0 70 Edition 1 0.9 90 Passion 0.9 90 Prime	£13365 £12215 £12910	89	99 -			**		
1.0 60 Greentech Eleg. 1.0 75 Greentech Eleg.	£10360	59 95	1	2.0 TDI 150 Scout 4x4	£25405	148	125 -	0.9 90 Proxy 0.9 90 Edition 1	£12910 £12910	89	99 -		£10295 £11495	68	95 7	
	ght-laced for a : as you'll find★	supermini, b	out	2.0 TDI 150 Laurin & Klement 2.0 TDI 150 Laurin Klement 4x4	£27665 £29115	148 148	107 22 122 21	SSANGYONG				1.0 x-cite 1.0 x-clusiv	£11695 £11795	68	95 7	
1.0 60 S 1.0 75 S	£10600 £11460	59 106 74 108	5 2 3 4	2.0 TDI 184 Scout 4x4 2.0 TDI 184 vRS	£28200 £25275	181 181	129 - 117 26	KORANDO 5dr hatch Good to class standards	***	ኔልል		YARIS 3dr hatch Good spac class leader	e and value	, but no	ot a	
1.0 75 SE 1.0 75 SE L	£13610	74 108	3	SUPERB 5dr hatch Enormou price E-class for the masses	***	**		2.0d SE 2WD 2.0d SE4 4WD	£16495	147	157 19	1.0 VVT-i Active 1.0 VVT-i Icon	£10995 £12745	68	99 5	
1.2 TSI 90 SE 1.2 TSI 90 SE L	£14240	89 107	8		£24840	138	119 23	REXTON W 5dr 4x4 Rugged	seven-se	ater ma	kes	YARIS 5dr hatch Good spac class leader	***	**		
1.2 TSI 110 S DSG 1.2 TSI 110 SE 1.2 TSI 110 SE L	£14100	108 110	12		£28670	168	147 25			155	196 -	1.0 VVT-i Active 1.0 VVT-i Icon 1.33 VVT-i Icon	£11595 £13345 £14095	68	99 5	
1.4 TDI 90 S 1.4 TDI 90 SE	£14090	89 93	12	2.0 TDI 170 SE 4x4	£25960	168	147 24	TURISMO 5dr mpv Incredible huge real estate for the money	y ungainl	ly, but of	ffers	1.33 VVT-i Sport 1.33 VVT-i Excel	£14995 £15695	98	119 10	
1.4 TDI 90 SE L 1.4 TDI 105 SE L	£16240	89 93	11	1.8 TSI 160 SE	£21730	158	158 25		£17995	155	199 27	1.5 WT-i Hybrid Icon 1.5 WT-i Hybrid Excel	£16195 £17695	98	75 10	

WHAT'S COMING WHEN



Mini Clubman

Autumn

Mini's new Clubman has shrugged off the controversial door layout of its predecessor to become a more practical family car to rival the Volkswagen Golf. It's the biggest Mini model yet and comes in Cooper, Cooper S and Cooper D forms, with the latter expected to take the majority of sales in the UK. Price From £19,995

SUMMER

Aston Martin Vantage GT12, Audi A8 Sport, Q7, BMW 3 Series facelift, Cadillac CTS-V, Chevrolet Volt, Citroën Berlingo Multispace, Ferrari 488 GTB, Ford Edge, Honda Civic Type R, HR-V, Jazz, Lamborghini Huracán Spider, Aventador Superveloce, Land Rover Range Rover SVAutobiography, Lotus Evora 400, Mazda MX-5, McLaren 675 LT, P1 GTR, Mercedes-Benz GLE, GLE Coupé, Mercedes-Maybach S600, Mitsubishi L200, Peugeot 2008 facelift, Porsche 911 GT3 RS, Boxster facelift, Boxster Spyder, Renault Kadjar, Toyota Mirai, Avensis facelift, Volkswagen Passat GTE, Passat Alltrack, Passat Bluemotion

AUTUMN/WINTER

Audi A4, Alfa Romeo Giulia, Bentley Grand Convertible, BMW X1, M2, Elemental RP1, Ford Ka, Honda NSX, Hyundai ix20 facelift, Santa Fe facelift, Tucson, **Infiniti** Q30, **Jaguar** XF, **Jeep** Grand Cherokee facelift, Kahn Vengeance, Flying Huntsman Pick-Up, Kia Optima, Cee'd facelift, **Koenigsegg** Regera, Agera RS, **Lexus** GS F, RX, Mercedes-Benz A-Class facelift, G500 4x4, GLC, S-Class Cabriolet, Mini Clubman, Nissan Murano, Peugeot 308 GTi, Pulsar Nismo, Porsche 911 facelift, Seat Ibiza facelift, Skoda Superb, Subaru Levorg, Tesla Model X, Toyota Prius, Vauxhall Astra, **Volkswagen** Golf GTE, Transporter, Touran

2016

Alpine sports car, Bentley Bentayga, EXP 10 Speed 6, BMW 1 Series saloon, Cadillac CT6, Chevrolet Camaro, Detroit Electric SP:01, Ferrari FF facelift, Fiat 124 Spyder, Ford Focus RS, GT, Infiniti QX30, Kia Sportage, Jaquar F-Pace, Land Rover Range Rover Evoque Cabriolet, Lotus 3-Eleven, Maserati Alfieri, Levante, Mercedes-AMG GT3, Mercedes-Maybach S-Class Pullman, Morgan EV3, Nissan Juke, Porsche Panamera facelift, Renault Mégane, Rolls-Royce Dawn, Seat Leon SUV, Skoda Roomster

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Bentley Bentayga

2016

Bentley's first SUV will arrive early next year as a rival to the Range Rover SVAutobiography in the emerging super-luxury SUV market. It will be come with a range of W12, V8 and plug-in hybrid powertrains and will feature a technologically advanced, luxurious interior. A recent passenger ride has already revealed its off-road potential. Price £130,000 (est)

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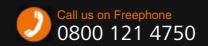
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1.4 D-4D Icon £15595 89 99 11 AURIS 5dr hatch Disappointingly average. There are many better rivals 1.33 WT-i Active £14945 99 128 7	1.0 S-S Rocks Air £16995 113 119 1.2 Jam £11630 69 124 1.2 Jam S-S £11925 69 118	3 1.6i WT 115 Elite £22295 114 149 12 3 1.6i WT Tech Line £18505 114 149 12 3 2.0 CDTi 165 Elite S-S £25275 162 124 20	2.0 CDTi 140 SRi £22434 138 104 19	v = v = v = v = v = v = v = v = v = v =	2.0 TDI 110 £21040 108 115 15 2.0 TDI 110 Design £23415 108 115 16 2.0 TDI 150 Design £24245 148 120 23 2.0 TDI 150 Sport £25845 148 120 23
1.33 VVT-i Icon £17645 99 128 8 1.33 VVT-i Icon plus £18445 99 128 10 1.6 V-matic Icon £17995 130 138 14	1.2 Glam S-S £13295 69 118 1.2 Slam £13500 69 124 1.2 Slam S-S £13795 69 118	3 1.6i WT SRi £20600 114 149 12 3 2.0 CDTi 165 SRi S-S £23840 162 124 21 3 2.0 CDTi 195 BiTurbo S-S £25220 192 134 21	2.0 CDTi 140 Tech Line £23284 138 104 19 2.0 CDTi 163 Country Nav 4x4 £28304 161 147 20 2.0 CDTi 195 BiTurbo Elite aut £28819 192 159 24	1.4 TDI 75 SE Design £15945 74 93 14 1.4 TDI 90 SEL £16820 79 93 16 POLO 5dr hatch A mini Golf. Sweet handling, solid	2.0 TSI 220 Sport £26345 217 154 29 CC 4dr saloon Loses a name and adds some flair, but never compels ★★★☆
1.6 V-matic Icon CVT £18995 130 134 14 1.6 V-matic Icon plus £18795 130 138 16 1.6 V-matic Excel £20250 130 140 14 1.8 VVT-i Icon Hybrid £20645 134 84 12	1.4 87 Glam £13325 86 129 1.4 87 Slam £13825 86 129 1.4 100 Jam £12480 99 129	6 hatch with the dynamics to match ★ ★ ★ ☆ 6 1.4T 16v 140 Sport auto £21570 118 159 16 9 1.4T 16v 140 SRi auto £22795 118 159 16	2.0 CDTi 195 BiTurbo SRi £26254 192 129 24 2.0 CDTi 195 BiTurbo SRi W:-L £27474 192 129 24 2.0 CDTi 195BiTurbSRiW:-Ln Nav £28324 192 129 24	interior and good value ★★★★ 1.0 60 S £11930 59 106 7 1.0 60 S&C £12650 59 106 7 1.0 60 SE £13265 59 106 8	1.4 TSI 160 BMT £25050 158 144 27 2.0 TDI 177 BMT GT £29820 177 120 27 2.0 TSI 210 GT £29285 208 169 29 2.0 TSI 210 R-Line £29935 208 169 32
1.8 WT-i lcon plus Hybrid £21545 134 86 14 1.8 WT-i Excel Hybrid £22890 134 91 12 1.4 D-4D Active £16295 89 99 10 1.4 D-4D Icon £18995 89 103 10	1.4 100 Glam £13850 99 129 1.4 100 Glam S-S £14145 99 119	9 1.6T 200 SRi S-S £22820 202 168 25 9 2.0 CDTi 165 Sport auto £23780 163 149 20	2.0 CDTi195BiTurbEliteNav auto £29669 192 159 24 2.0T 250 SRi VX-Line Nav £24954 247 174 26 2.0T 250 SRi VX-Line S-S £24104 247 174 26 2.8T VXR SuperSport £31429 321 249 37	1.0 60 SE Design £14365 59 10.6 8 1.0 75 SE £13790 74 108 10 1.0 75 SE Design £14890 74 108 11 1.2 TSI 90 SE £14410 89 107 15	2.0 TDI 140 BMT £26115 138 119 23 2.0 TDI 140 BMT GT £27695 138 119 24 2.0 TDI 177 BMT R-Line £30470 177 120 28 EOS 2dr Cc Pleasant and predictable drive, Feelino old
1.4 D-4D Icon plus £19795 89 103 10 1.4 D-4D Excel £21495 89 107 10 AURIS TOURING 5dr estate Nothing wrong, but nothing exceptional. Good spec ★★★☆☆	1.4 100 Slam S-S £14645 99 119	9 1.4T 16v 120 Sport S-S £19355 118 139 13 4 1.4T 16v 140 Sport S-S £20245 138 139 16 1.4T 16v 120 SRi S-S £21070 118 139 14	2.0 CDTi 163 Country 4x4 £27154 161 147 20 2.0 CDTi 195 BiTbo Country 4x4 £29854 192 174 24	1.2 TSI 90 SE Design £15510 89 107 15	now ★★★☆ 1.4 TSI 160 Sport £27610 158 157 24 2.0 TSI 210 Sport £29610 208 165 30 2.0 TDI Blue Tech Sp. £28185 138 125 23
1.33 WT-i Active £16045 99 130 7 1.33 WT-i Icon £18745 99 130 8 1.4 D-4D Active £17395 89 109 10	1.0i 90 S-S Design £12910 89 102 1.0i 90 S-S SRi £13605 89 102 1.0i 90 S-S SE £14250 89 102	9 2.0T 280 VXR	1.6 CDTi 110 S-S Exclusiv £20715 108 99 7 1.6 CDTi 136 Exclusiv AC S-S £20875 134 116 7 1.6 CDTi 136 SE AC S-S £21730 134 116 7	1.4 TDI 75 SE £15475 74 93 13 1.4 TDI 75 SE Design £16575 74 93 14 1.4 TDI 90 SEL £17450 79 93 16	2.0 TDI Blue Tech Exec. £31325 138 125 23 SCIROCCO 3dr coupé A complete coupe. Entertaining, practical and stylish ** * * * *
1.4 D-4D Excel £22595 89 112 10 1.4 D-4D Icon £20095 89 109 10 1.6 V-matic Icon £19095 130 140 14 1.8 VVT-i Icon Hybrid £21745 134 85 12	1.0i 115 S-S Sting R £11175 113 - 1 1.0i 115 S-S SRi VX-Line £14640 113 - 1 1.2i 70 Life £11080 69 126	CASCADA 2dr open Comfortable and credible alternative to the usual ragtops ★★★☆ 1.6T 200 200 Elite £29510 202 168 24		GOLF CABRIOLET 2dropen Composed but uninspiring four-seat soft-top	1.4 TSI 125 £20735 123 125 22 1.4 TSI 125 GT £22585 123 125 23 2.0 TSI 180 £22790 178 142 31 2.0 TSI 220 GT £26125 217 142 37
1.6 V-matic Excel £21350 130 143 14 1.8 WT-i Excel Hybrid £23990 134 92 12 PRIUS 5dr hatch Clever and appealing in its own right not just as a hybrid ★★★★☆	1.2i 70 Design £11080 69 126	2 1.4T 140 SE S-S £24500 138 148 20 2 1.4T 140 Elite S-S £27875 138 148 21	1.7 CDTi 110 SE AC Au £22505 109 160 12 1.4i WYT 100 Energy AC £17865 99 140 7 1.4i WYT 100 Tech Line AC £13999 99 140 7 1.4i WYT 100 SE £18710 99 140 8	1.4 TSI 122 SE £23815 121 149 19 1.4 TSI 160 GT £26715 158 150 29 2.0 TSI 210 GTI £30505 208 177 35 2.0 TSI 256 R £33650 261 190 39	2.0 TSI 220 R-line £28195 217 139 37 2.0 TSI 280 R £32580 276 187 42 2.0 TDI 150 £23455 148 109 27 2.0 TDI 150 GT £25305 148 109 28
1.8 WT-iT3 £21995 134 89 15 1.8 WT-iT4 £23745 134 92 15 1.8 WT-iT Spirit £25295 134 92 15 1.8 WT-iPlug-In £33395 134 49 16	1.2i 70 SE £12420 69 126 1.4i 90 Life £11425 89 121 1.4i 90 Sting £9520 89 121	2 1.6T SIDI 170 Elite Au £30495 168 168 24 5 2.0 CDTI 165 SE S-S £26480 163 138 23	1.4T 120 Exclusiv AC £18595 118 139 14 1.4T 120 SE £19440 118 139 14 1.4T 140 Exclusiv AC £19425 138 149 14	1.6 TDI 105 Bluemotion Tech S £23540 103 117 17 1.6 TDI 105 Bluemotion Tech SE £24590 103 117 17 2.0 TDI 140 Bluemotion Tech SE £25990 138 119 23	2.0 TDI 150 R-line £27375 148 109 28 2.0 TDI 184 GT £26305 181 115 31 2.0 TDI 184 R-line £28375 181 115 31
PRIUS+5drmpv Expensive and ugly. Bigger though ★★★☆ 1.8 WT-i Icon £26995 178 96 15	1.4i 90 Easytronic Design £12080 89 119 1.4i 90 SRi £12120 89 121 1.4i 90 SRi VX-Line £13155 89 121	- INSIGNIA 5dr hatch Nearly as good as a Mondeo. Inert steering ★★★☆ - 1.4T 140 SRi Nav £20394 138 123 15	1.3 CDTi 75 Energy AC £19225 74 124 5 1.3 CDTi 75 Tech Line AC £15740 74 124 5 1.6 CDTi 95 S-S Exclusiv £20405 94 105 7	2.0 TDI 140 Bluemotion Tech GT E27180 138 119 23 GOLF 3dr hatch The complete package. Reassuringly expensive ★★★★ 1.6 TDI 110 BlueMotion £21435 103 89 15	PASSAT 4dr saloon Supremely well-executed family-sized saloon ★★★☆ 1.6 T01120 S £22320 118 105 15 1.6 T01120 SE £23460 118 105 12
1.8 WT-i Excel	1.4i 100 Turbo SRi £12775 99 119 1	D 1.8i VVT Design Nav £17679 138 164 14 D 1.8i VVT SRi Nav £19479 138 164 14		2.0 TSI 300 R £30820 296 165 34 1.2 TSI 85 S £17595 84 113 7	1.6 TDI 120 SE Business £24115 118 105 12 1.6 TDI 120 GT £25420 118 109 13 2.0 TDI 150 S £23445 148 106 21 2.0 TDI 150 SE £24585 148 106 19
2.0 D-4D Icon 2WD £25295 124 127 26	1.3 CDTi 75 S-S Design £13330 74 99	- 2.0 CDTi 120 SRi Nav £21734 118 99 15			2.0 TDI 150 SE Business £25240 148 106 19 2.0 TDI 150 GT £26545 148 109 19 2.0 TDI 150 R-line £27540 148 109 19 2.0 TDI SCR 190 GT £27895 187 107 22
2.0 D-4D Invincible 2WD £27245 124 127 27 2.0 D-4D Invincible 4WD £28250 124 137 26	1.3 CDTi 75 S-S SE £14670 74 99 1.3 CDTi 95 S-S SRi £14525 94 85 1.3 CDTi 95 S-S SRi VX-Line £15560 94 85	- 2.0 CDTi 130 Design Nav £19094 128 112 16 2.0 CDTi 130 Energy £21614 128 112 16	1.4T 140 SE £24485 138 154 15 1.4T 140 Elite £25965 138 154 16 1.8i 140 ES £21760 138 169 14	1.6 TDI 105 S £19800 103 99 12 1.6 TDI 105 Match £20735 103 99 13	2.0 TDI SCR 190 R-line £28890 187 107 23 2.0 TDI 240 BITDI SCR GT £34625 237 139 28 2.0 TDI 240 BITDI SCR R-line £35620 237 139 28 PASSAT 5dr estate Supremely well-executed
AVENSIS 4dr saloon exceptional. Good spec	CORSA 5dr hatch Very refined, stylish and practical Engines not so good ★★★☆ 1.0i 90 S-S Design £13510 89 102	2.0 CDTi 130 SRi Nav £20894 128 112 16 2.0 CDTi 130 SRi VX-Line £21264 128 112 16 9 2.0 CDTi 130 SRi VX-Line Nav £22114 128 112 16	1.8i 140 Exclusiv £22800 138 169 14 1.6 CDTi 136 Tech Line £23690 134 109 16 1.6 CDTi 136 Exclusiv £25915 134 109 16	2.0 TDI 184 GTD £26935 181 112 26 GOLF 5dr hatch The complete package. Reassuringly expensive ★★★☆	family-sized saloon ★★★★ 1.6 TDI 120 GT £26970 118 110 13 1.6 TDI 120 S £23870 118 107 15
1.8 V-matic Icon £20300 145 152 18 1.8 V-matic Icon+ £23250 145 152 18 2.0 D-4D Active £18695 124 119 22 2.0 D-4D Icon £21295 124 119 22	1.0i 90 S-S SE £14850 89 102 1.0i 115 S-S Sting £11425 113 - 1 1.0i 115 S-S SRi VX-Line £15240 113 - 1	2 2.0 CDTi 140 SRi Nav £21984 138 99 19 2 2.0 CDTi 140 SRi VX-Line Nav £23204 138 99 19	2.0 CDTi 130 ES £23460 129 137 15 2.0 CDTi 130 Tech Line £22275 129 137 15 2.0 CDTi 130 Exclusiv £24500 129 137 15	1.6 TDI 90 S £19650 89 98 10 2.0 TSI 300 R £31475 296 165 34 e-Golf 115 BEV £31325 114 0 15 1.2 TSI 85 S £18250 84 113 7	1.6 TDI 120 SE £25010 118 107 12 1.6 TDI 120 SE Business £25665 118 107 12 2.0 TDI 150 GT £28095 148 110 19 2.0 TDI 150 R-line £29090 148 110 19
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AVENSIS TOURER 5dr estate Nothing wrong, but nothing exceptional. Good spec ★★☆☆ 1.8 V-matic Active £18750 145 153 17	1.4i 90 Design £12025 89 121 1.4i 90 Easytronic Design £12680 89 119 1.4i 90 SRi £12720 89 121	- 1.4T 140 Design Nav £18594 138 123 15 - 1.4T 140 Energy £21199 138 123 15 - 1.4T 140 SRi £19544 138 123 15	MOKKA 5dr hatch on persuasive quality Compact and competent, but short the short that the short	1.6 TDI 105 Match £21390 103 99 13 1.6 TDI 110 BlueMotion £22090 103 89 15 2.0 TDI 150 Match £23325 148 106 18	struggles to justify its price ★★☆☆ 3.0 V6 TDI 240 SWB £55550 236 224 45 3.0 V6 TDI 240 LWB £58110 236 224 45
1.8 V-matic Icon £21350 145 153 18 1.8 V-matic Icon+ £24300 145 153 18 2.0 D-4D Active £19745 124 120 22 2.0 D-4D Icon £22345 124 120 22	1.4i 90 SE £13365 89 121 1.4i 100 Turbo SRi £13375 99 119 1 1.4i 100 Turbo SRi VX-Line £14410 99 119 1	- 1.4T 140 Tech Line £20394 138 123 15 D 1.6T 170 Elite £23379 168 139 20 D 1.8i VVT Design £16829 138 164 14	1.4T 140 Tech Line 2WD S-S £17214 138 139 11 1.4T 140 Tech Line 4x4 S-S £18774 138 149 11	2.0 TDI 184 GTD £27590 181 112 26 GOLF 5dr estate The complete package. Reassuringly expensive	2.0 TDI 177 Sport £28500 177 150 24 1.2 TSI 105 S £19940 104 149 12
2.0 D-4D Icon+ £25295 124 120 23 2.0 D-4D Excel £26145 124 119 23 2.2 D-4D 150 Icon £24500 148 147 25 2.2 D-4D 150 Icon+ £26300 148 147 25	1.3 CDTi 75 S-S Life £13930 74 99 1.3 CDTi 75 S-S Design £13930 74 99	- 1.8 WT SRi £18629 138 164 14 - 2.0T 250 SRi VX-Line £22804 247 169 26	1.4T140 Exclusiv 2WD S-S £19214 138 139 12 1.4T140 Exclusiv 4x4 S-S £20934 138 149 12 1.4T140 SE 2WD S-S £21714 138 139 13 1.4T140 SE 4x4 S-S £23434 138 149 13	1.2 TSI 85 S £18945 84 115 7 1.4 TSI 122 S £20295 121 124 14	1.4 TSI 140 SE £23750 138 159 18 1.6 TDI 105 Blue Tech S £21750 104 121 14 1.6 TDI 105 BlueTech SE £23855 104 121 14 2.0 TDI 140 Blue Tech SE £25620 138 127 19
2.2 D-4D 150 Excel £27150 148 149 26 2.2 D-CAT 150 Icon £24450 148 170 25 2.2 D-CAT 150 Icon+ £27405 148 170 25	1.3 CDTi 75 S-S SRi VX-Line £15660 74 99 1.3 CDTi 75 S-S SE £15270 74 99	- 2.0 CDTi 120 Design £19084 118 99 15 - 2.0 CDTi 120 Energy £22454 118 99 16 - 2.0 CDTi 120 SRi £20884 118 99 15	1.7 CDTi 130 Tech Line S-S £18224 129 120 12 1.7 CDTi 130 Exclusiv S-S £20224 129 120 13	1.4 TSI 140 GT £24545 138 121 15 1.6 TDI 105 S £21150 103 102 12 1.6 TDI 105 SE £22085 103 102 11	2.0 TDI 140 BlueTech Sp. £27080 138 127 19 SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper ★★★☆
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1.6 V-matic Icon 7st £20300 130 157 14 1.8 V-matic Icon M'Drive 7st £21800 145 153 15 1.8 V-matic Excel M'Drive 7st £24300 145 150 15	1.4i VVT 100 Design £15445 99 129 1.4i VVT 100 Excite £17920 99 129 1.4i VVT 100 Tech Line £16770 99 129	9	2.4i 16v 167 Exclusiv £20170 161 206 20 2.2 CDTi 163 Exclusiv S-S £21400 161 167 25 2.2 CDTi 163 Exclusiv 4x4 S-S £23820 161 177 25	1.2 TSI 110 S £20215 108 117 14	2.0 TDI 115 S £26065 113 146 14 2.0 TDI 140 S £26815 138 146 18 2.0 TDI 140 SE £29125 138 146 18
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LAND CRUISER 5dr 4x4 A real go-anywhere vehicle. Spongey on road ★★★☆☆ 3.0 D-4D 190 LC3 £37015 187 213 31	1.6CDTi 110e'FLEX Tec LnGT S-S £19770 108 97 1.6CDTi 136e'FLEX Tec LnGT S-S £20365 134 104 1.6i VVT 115 Design £16160 114 147 1	9 2.0 CDTi 170 SE	UP 3dr hatch Hardly revolutionary, just quantifiably better ★★★☆	2.0 TDI 150 GT £25875 148 115 17 JETTA 4dr saloon Big boot, pleasant dynamics and good pricing. A bit dull ★★★☆☆	2.0 TDI 177 BMT Match 4WD £27925 175 151 23 2.0 TSI 180 Match 4WD £26485 178 198 24 1.4 TSI 160 Blue Tech S £21960 158 156 18
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2.0 GT86 auto £25995 197 164 33 VAUXHALL AGILA 5dr hatch Spacious, agile city car, Good, but too	2.0 CDTi 165 ecoFLEX Elite S-S £24260 158 119 2 2.0 CDTi 165 ecoFLEX SRi S-S £22825 158 119 2	2 1.4T 140 Energy S-S £22634 138 131 15 1 1.6T 170 Elite Nav £25564 168 146 20 1 1.6T 170 Elite S-S £24714 168 146 20 1 2.0 CDTi 120 Design £20384 118 104 15	1.0 75 Groove Up £12500 74 108 4 e-up 82 BEV £24795 - 0 10	BEETLE 3dr hatch Huge improvement, but the Golf underneath is superior ★★★☆☆	3.0 V6 TDI 204 SE £43605 204 173 39
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1.0 S-S Jam £13630 113 114 3	1.6 CDTi 136 eFLEX SRi S-S £23350 134 104 1 1.6 CDTi 136 eFLEX Tech Ln S-S £20525 134 104 1	4 2.0 CDTi 140 Elite Nav £25664 138 104 19 4 2.0 CDTi 140 Energy £24004 138 104 19	1.0 75 SE £13160 74 108 10 1.0 75 SE Design £14260 74 108 11	1.2 TSI 105 Design £21625 104 129 16 1.4 TSI 150 Design £23515 148 138 22	2.0 BiTDi 180 SE 4M SWB £40926 177 208 31



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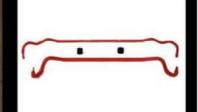


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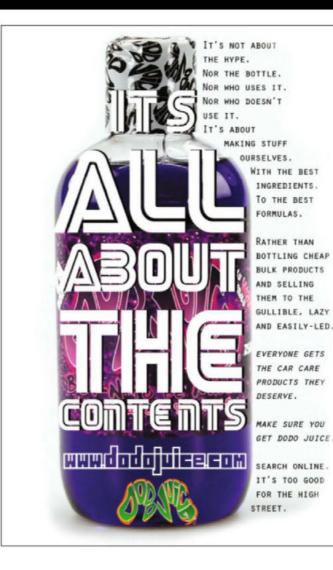
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2.0 D3 150 C-Country SE Nav	£27670			1.6 T3 R-Design Nav S-S	£29505		139 23		£34360				e ciliu. i	
2.0 D4 190 SE	£24970		99 26	1.6 T3 SE Nav S-S	£28005		139 22		£35160			£24995		
2.0 D4 190 SE Nav	£25770	187	99 26	2.0 D3 R-Design Lux Nav S-S	£33895		119 25		£32935			£29995		
2.0 D4 190 SE Lux Nav	£27770	187	99 27	2.0 D3 R-Design Lux S-S	£33095		119 25		£33735					
2.0 D4 190 R-Design	£25745			2.0 D3 R-Design Nav S-S	£31295				£35560					

Volkswagen Golf R Blends the formerly unblendable: VW sophistication with frenzied driver appeal. Huge value for money. *** Too closely related to the VW to justify its price, but the five-pot makes it mind-meltingly fast. Comfy now, too. ★★★★ E32460 178 117 28 ±10 2dr open A Lotus and Caterham love child. Fun. E35160 178 117 29 E32953 178 117 29 2.0 £24995 250 E32933 178 117 28 £29995 250 E35560 178 117 29

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Mercedes-Benz A45 AMG The new RS3 may make it sound a little tame, but that doesn't mean its appeal is lost on us. Far from it. ★★★★☆

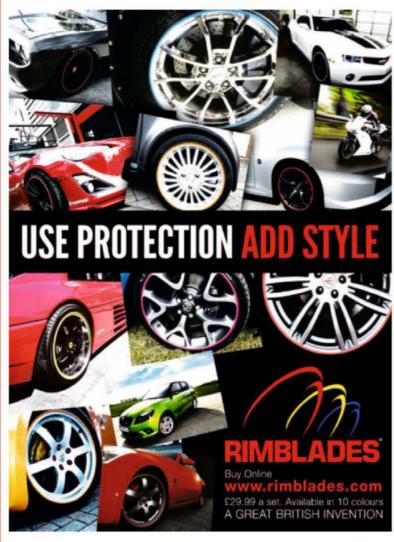


From £31,000 **BMW M135i** Puts the old-school heft of a six-cylinder engine front and centre. Doesn't quite have the handling to match. ★★★★☆



Subaru WRX STI From £29,000 Not a hatch and not brilliant, but the WRX is the last outpost of the once mighty Japanese presence in this class. ★★★☆

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car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears 50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard Braking 60-Omph Recorded on a high-grip surface at a test track Mph/1000rpm Figure is the speed achieved in top gear

1.4 Cloverleaf 136 7.9 21.1 6.9 7.3 2.7 168 184 23.2 36/42 1265 7.4.10 M	lr 4x4 ★ ★
GIULIETTA 5dr hatch ★★★☆ X6 5d	e M50d
	lr 4x4 ★★ e35d
	GATTI ON 2dr cou r Sport

ARIEL												
ATOM Odr ope	n ***	**										
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8.11
NOMAD Odr og	oen ★ 🖈	**	*									
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	na/na	735	24.6.15

ASTON M											
V8 Vantage 2dr	coupé	**	**	\$							
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302 26.0	17/22	1713	25.4.07
RAPIDE 4dr cou	ıpé ★	**	t ☆								
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457 33.6	19/23	1990	20.3.13

RAPIDE 4dr cou	-5-	1 1	4_4							, ==		
				12	0 2	2 02	EEO	4E7	22.6	10/22	1000	20.3.13
Kapiue 3	170	5.5	11.3	4.3	0.3	3.03	550	431	33.0	17/23	1770	20.3.13
AUDI												
A1 3dr hatch *		- <->-										
1.4 TFSI Sport			22 4	8 9	12.8	22	120	1/18	30.2	34/43	1165	10 11 10
S1			14.4							30/39		
A3 3dr/5dr hatc				J.L	3.1	L.0	LLO	LIJ	LJ.0	30/37	1070	20.0.1
2.0 TDI Sport				11.4	10.8	2.7	148	236	30	48/59	1355	26.9.17
S'back e-tron												31.12.14
RS3 S'Back			10.3				362			26/37		
A4 4dr saloon/5										,		
			29.4		9.7	2.6	141	236	32.7	38/48	1605	20.2.08
RS4	174	4.4	10.3	3.9	7.7	2.9	444	317	28.9	20/32	1795	17.10.1
A5 2dr coupé/ca												
3.0 TDI quattro					8.0	2.7	237	368	35.7	32/43	1755	25.7.0
3.0 TDI cabrio			20.2			2.9	237	368	32.4	34/38	2035	12.9.0
RS5 4.2 V8	155	4.6	10.7	4.0	8.9	2.7	444	317	29.0	22/30	1855	27.10.1
A6 4dr saloon/5	idr es	tate	***	**								
2.0 TDI SE	141	8.9	24.1	7.7	9.3	2.8	175	280	34.4	44/55	1675	4.5.1
3.0 TDI SE	155	7.2	20.3	6.4	3.9							19.10.1
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0	20/28	2010	3.7.1
A7 Sportback 40												
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2.1
A8 4dr saloon *												
4.2 V8 TDI		5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6.1
$TT 2dr \star \star \star \star$												
2.5 RS			11.4	4.4	4.8	2.6	335	332	27.4	24/33	1450	19.8.0
NEW TT 2dr ★★												
2.0 TFSI S-line			14.5	5.0	6.5	2.5	227	273	30.1	29/35	1305	26.11.1
Q3 5dr 4x4 ★★												
2.0 TDI SE	132		25.5							33/46		
RS	155		12.6	4.5	8.3	2.8	306	310	32.4	32.4	1655	1.1.1
Q5 5dr 4x4 ★★			242	40.0	0.0	2.0	460	250	20.0	20/2-	1000	
2.0 TDI SE	125		34.2	10.2	9.9	2.8	168	258	29.8	29/37	1880	14.1.0
07 5dr 4x4 ★ ★			25.0		* 4 0	2.0	220	240	20.0	22/20	2225	1/00
3.0 TDI SI			25.0	8.3	*4.9	2.9	230	369	29.9	23/30	2325	16.8.0
R8 2dr coupé ★			40.5	4.0				247	24.0	16/22	45.00	00.50
4.2 V8	187		10.5				414			16/22		
5.2 V10 Spyder	195	4.1	8.9	5.2	5.5	2.4	518	391	24.3	17/25	1/20	24.3.10

BENTLE												
CONTINENTA												
GTC V8	187	4.5	10.8	3.9	*2.7	2.8	500	487 27	.4	18/27	2470	4.4.12
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516 34	.9	7/15	2375	1.6.11
GT3-R	170	3.7	8.2	3.1	8.7	3.0	572	518 37	.6	-/18	2195	8.7.15
FLYING SPUR	4dr salo	on 🖈	**	k#								
W12	200	4.5	10.4	3.6	8.4	3.0	616	590 44	.5	18/26	2475	7.8.13
MULSANNE 4	ldr saloo	n ★ 🗲	**	☆								
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752 44	.8	18/21	2745	21.9.11

6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752	44.8	18/21	2745	21.9.11
BMW												
1-SERIES 3dr/5	dr hat	ch 🛨	***	- ☆								
116d ED Plus					17.3	_	114	199	37.7	54/60	1395	27.5.15
M135i												14.11.12
2-SERIES 3dr co	oupé/o	conve	rtible	**	***							
220d SE	143	7.8	20.9	7.3	8.8	2.9	181	280	39.6	46/62	1450	19.3.14
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M235i	155	6.3	14.7	5.7	5.4	2.7	322	332	28.1	26/35	1530	23.4.14
2-SERIES ACTIV	E TO	JRER	5dr MI	PV ★	**	**						
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3-SERIES 4dr sa	loon/	5dr e	state/	5dr h	atch 🗲	**	**					
320d Sport	146	7.7	20.9	7.6	9.7	2.6	181	280	36.2	41/57	1535	22.2.12
330d Touring	155	5.5	14.2	5.1	8.8	2.6	255	413	45.2	43/54	1735	21.11.12

	Make	Top st	09-0	0-100	30-7	20-70	Braki	Powel	Torqu	Mph/	Mpgt	Weigh	TEST
	318d Sport GT	130	9.5	28.6	9.5	12.4	2.7	141	236	36.5	50/57	1615	17.7.13
	4-SERIES 3dr co	oupé	**	***									
	435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
	M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
	5-SERIES 4dr sa	loon/	/5dr G	T/5dr	estat	te ★	***	r☆					
	530d SE	155	6.4	16.1	5.4	*3.3	3.0	241	398	48.1	36/46	1830	31.3.10
	520d SE Touri	ng138	8.1	23.0	8.3	*5.0	2.6	181	280	38.7	38/42	1810	6.10.10
	ActiveHybrid5	155	5.6	13.5	5.0	10.5	2.6	335	332	40.4	27/33	1925	23.5.12
	M5	155	4.3	9.0	3.6	6.4	2.8	552	502	38.2	19/28	1975	29.12.11
	6-SERIES 2dr co												
	640d M Sport	155	5.3	13.1	4.6	*2.7	2.6	309	464	42.1	33/45	1840	2.11.11
	650i cabrio	155	5.6	12.4	4.5	7.8	2.6	402	442	38.5	22/29	2085	6.4.11
	7-SERIES 4dr sa												
	730d	153	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29/35	1915	3.12.08
	i3 5dr hatch ★>												
	1.3 Range Extd			-	7.6	*4.9	3.4	168	184	- 2	294wh/r	n 1390	22.1.14
	i8 2dr coupé ★												
	i8				3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
	Z4 2dr converti												
	sDrive35i			12.3	4.2	*2.5	2.8	302	295	29.0	26/34	1615	10.6.09
	X1 5dr 4x4 ★★												
	sDrive20d SE			23.6	7.9	10.8	2.7	174	258	35.1	40/52	1572	2.12.09
	X3 5dr 4x4 **												
	xDrive20d SE			27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1.11
	X4 5dr 4x4 ★ ★										/ . =		
	xDrive30d			16.9	5.8	11.1	2.6	255	416	43./	34/45	1895	27.8.14
	X5 5dr 4x4 ★ ★			45.0		0.5	2.0	276	F.4.1	40.5	20/2:	2245	10.11.10
	xDrive M50d												13.11.13
0				9.8	5.5	10.2	2.8	567	223	42.3	21/26	2350	13.5.15
_	X6 5dr 4x4 ★★			21.2	71	*41	2.	202	420	240	26/21	2275	11 / 00
0	xDrive35d	147	1.3	21.2	7.1	~4.1	2.6	282	428	54.0	26/31	2215	11.6.08

	VEYRON 2dr c												
13	Super Sport	268	2.6	5.0	1.7	5.9	2.6	1183	1106	40.6	12/18	1995	2.3.11
	CATERH												
	CSR 2dr roads												
11	CSR 260	143	4.1	9.8	3.1	4.4	3.3	260	200	22.8	24/26	570	11.10.05
	SEVEN 2dr roa	adster 🗲	**	**									
15	Seven 160	100	8.4	-	8.7	7.6	4.8	80	79	16.7	39/45	490	20.11.13
	CHEVR0	LEŢ											

	6.2 V8	155	5.6	12.4	4.5	12.2	2.7	426	419 43.3	23/29	1175	20.6.12
	CORVETTE 2dr											
	Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465 48.4	22/33	1539	8.10.14
ı	CHRYSLE	R										
	300C 4dr saloo											
	3.0 Executive	144	7.3	21.1	7.5	*4.5	2.6	236	399 38.8	30/34	2040	29.8.12

CITROEN												
C3 5dr hatch *	**	k to										
1.4 VTR+	114	10.8	41.9	11.0	14.4	2.9	94	100	20.9	39/48	-	9.12.09
DS3 5dr hatch >	***	**										
1.6 THP 150												
Racing	146	7.2	18.1	6.5	8.9	3.1	204	203	30.4	33/40	1215	16.3.11
C4 5dr hatch *	**	\$\$										
2.0 HDi Excl.	129	8.5	25.2	7.9	9.2	3.15	148	251	34.2	43/49	1470	5.1.11
C4 CACTUS 5dr												
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C4 GRAND PICA												
2.0 BlueHDi	130	10.1	30.1	9.6	12.5	2.9	148	273	34.7	44/52	1430	27.11.13
C5 4dr saloon 🗲												
2.2 HDi	136	8.7	25.3	8.8	9.1	2.9	171	273	34.5	38/44	1951	9.4.08
DS5 5dr hatch >												
				8.7	11.0	2.9	161	251	40.1	42/55	1660	18.4.12
BERLINGO 5dr N												
1.6 HDi 90	99	14.7	-	16.7	14.0	2.9	90	159	26.6	38/47	1580	8.10.08

DACIA												
SANDERO 5dr h												
1.2 75 Access	97	15.3	-	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
FERRARI												
458 2dr coupé	***	**										
458 Italia	202	3.3	7.0	2.4	5.7	2.3	562	398	-	17/20	1535	18.8.10
458 Speciale	202	3.2	6.8	2.3	5.4	2.5	597	398	-	17/na	1395	20.8.14
F12 2dr coupé 🗲	***	**										
F12 Berlinetta	211	3.0	6.5	2.3	5.4	2.2	731	509	29.7	13/18	1630	6.11.13

CALIFORNIA 2d	r conv	ertibl	e ★ 🖈	**	☆							
California	193	3.9	9.2	3.2	6.6	2.5	453	357	25.9	15/24	1785	22.7.
FIAT												
PANDA 5dr hatc	h★≯	**	*									
1.2 Easy	102	14.6	-	15.3	19.9	3.0	68	75	22.2	39/49	1020	25.4.
4x4 TwinAir				15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.
PUNTO 3/5dr ha	atch 🗲	**	**									
1.4 Abarth	129	7.8	23.0	7.2	8.9	2.8	153	169	23.6	30/39	1255	1.10.

130 7.5 20.1 6.4 7.0 2.8 158 170 23.9 34/39 1035 108 11.7 - 13 15.3 3.3 84 107 22.9 35/39 1070

	FORD												
	S-MAX 5dr MPV	**	**:	Y									
ı	2.0 Ecoboost	137	8.7	22.8	7.9	10.3	2.1	200	221	20.5	26/32	1810	28.4.1
_	KA 3dr hatch *	**	☆☆										
5	1.2 Style+	99	13.6	-	23.2	10.4	2.9	67	80	22.1	41/53	1020	25.2.0
2	B-MAX 5dr MPV	**	**	k									
	1.0T Ecoboost	117	11.6	39.0	11.1	11.0	2.8	118	147	23.6	35/41	1345	02.1.1
	FIESTA 3/5dr ha												
5	1.4 Zetec	109	11.9	43.4	11.9	21.8	2.7	95	94	21.9	34/41	1090	15.10.0
1	ST-2	137	7.0	17.0	6.0	7.1	2.6	180	177	26.5	32/41	1163	15.5.1
	FOCUS 5dr hatc	h ★:	***	\$									
1	1.5 TDCi Zetec	121	10.9	36.3	10.9	10.3	3.35	118	199	33.1	59/63	1343	28.1.1
	CDAND C MAY E	d- M	DM A	4.4									

```
1.6 TDCi T'ium 103 13.2 – 13.9

MONDEO 4dr saloon/5dr/estate **
                                 19.1 2.9 114 236 26.7 40/45 1785 6.8.14
             99 14.3 - 15.2 14.4 2.7 89 151 28 39/48 1384 3.9.14
2.0 TDCi
1.5 TDCi
                            15.2 14.4 2.7 89 151 28 39/48 1384 3.9.14
KUGA 5dr off-roader * * *
              122 10.9 44.2 11.8 7.4 2.6 161 251 31.6 34/39 1707 13.3.13
3.2 TDCi
              109 10.8 35.7 10.7 9.8 3.2 197 347 32.4 28/35 2265 10.10.12
```

Braking 60-0mph

Power (bhp)

30-70mph

0-100mph

Apg test/touring

Weight (kg)

Aph/1000rpm (lb/ft)

U8	2.0	140	6.3	17.2	6.1	8.3	3.6	1/5	140	22.6	28/-	880	5.10.11
14	HONDA												
	JAZZ 5dr hatch	***	r ★☆										- 57
14	1.4 ES	113	10.7	35.2	10.7	14.3	3.2	99	94	20.5	35/43	1075	29.10.08
	INSIGHT 5dr hat	ch ★	**	₹									
09	1.3 IMA SE	113	11.7	-	11.8	*7.4	3.1	87+14	89+5	8 32.1	40/43	1240	18.3.09
	CR-Z 3dr hatch	***	**										
09	CR-Z GT	124	9.1	26.8	9	17.1	2.9	113+15	107+	58 25.	743/52	1198	14.4.10
	CIVIC 5dr hatch	***	r#d										
11	2.2 i-DTEC EX 0	T135	8.3	24	7.9	12.2	-	148	258	38.7	38/55	1480	11.1.12
	ACCORD 4dr sale												
14	2.2 i-DTEC EX C	FT131	9.5	27.1	9.1	9.8	2.9	148	258	34.2	39/47	1630	14.5.08
	CR-V 5dr off-roa												
13	2.2 i-DTEC EX	118	9.7	31.3	9.9	5.9	2.5	148	258	32.4	36/45	1806	24.10.12

	HYUNDAI												
	i10 5dr hatch ★												
_	1.0 SE			-	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
ı	i20 5dr hatch ★												
	1.4 SE			42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
	i30 5dr hatch 🛨												
	1.6 CRDi Active			38.3	11.5	14.8	2.8	109	192	22.5	49/60	1360	14.3.12
	i40 5dr estate 🖈												
	1.7 CRDi			41.4	12.5	12.3	2.9	114	192	29.4	44/51	1555	7.9.11
Ĺ	iX35 5dr SUV ★												
	2.0 Premium				11.1	9.2	2.9	134	236	29.1	36/44	1695	17.3.10
	SANTA FE 5dr SI												
	2.2 CRDi	118	9.0	27.6	9.2	*5.5	2.7	194	311	37.5	36/43	1940	19.9.12
	2.2 CRDi VELOSTER 4dr c 1.6 GDI	oupé	**	***	7						/		
	1.6 GDI	125	9.6	28.4	9.6	16.9	2.6	138	123	24.9	35/42	1230	18.1.12

4	Q50 5dr saloon	**1	t \$\	7								
	2.2 Premium	143	8.7	25.0	8.7	5.1*	3.0	168	295 42.5	49/59	1750	5.2.14
	Q70 4dr saloon	***	444	7								
_	2.2 Prm'm Ted	:h137	9.6	28.6	9.6	15.8	3.2	168	295 40.8	39/45	1896	25.2.15
2												

_	V8 S cabrio	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.13
09	V6 S coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.14
	XF 4dr saloon/es	state	**	***									
10	2.2 D	140	7.6	22.9	8.0	*4.8	2.9	197	332	46.3	39/46	1840	21.7.11
11	3.0 Sportbrake	155	7.1	18.4	6.6	8.5	2.9	271	442	49.7	32/46	1875	31.10.12
	XFR 5.0 V8	155	4.7	10.2	3.8	*2.1	2.6	503	461	36.3	20/25	1990	27.5.09
11	XE 4dr saloon *	**	**										
	R-Sport 2.0	147	7.6	19.0	6.9	13.3	2.7	197	206	33.8	30/49	1530	1.7.15
14	XJ 4dr saloon *												
	3.0D LWB	155	6.3	16.5	6.6	*3.6	2.7	271	443	43.5	28/36	1960	9.6.10
12													

AJ 4ui Saluuli	* * *	$= \varkappa$										
3.0D LWB	155	6.3	16.5	6.6	*3.6	2.7	271	443	43.5	28/36	1960	9.6.10
JEEP												
CHEROKEE 5d	r 4x4 🕇	***	**									
2.01404x41	Ltd 117	12.3	43.4	13.0	13.8	2.7	138	258	34.7	39/43	1846	24.6.14
KIA												
PICANTO 5dr l												- 17
1.0 '1'	95	13.8	-	14.9	24.4	3.2	68	70	21.3	33/54	950	3.8.11
CARENS 5dr M	IPV ★ 🖠	***	☆									
1.7 CRDi '2'	112	12.9	51.2	13.9	15.2	2.8	114	192	31.7	47/56	1581	29.5.13
CEE'D 3/5dr h	atch ★	**	k 🌣									

1.7 CRDi '2'	112	12.9	51.2	13.9	15.2	2.8	114	192	31.7	47/56	1581	29.5.13
CEE'D 3/5dr ha	tch ★	**	★☆									
1.6 CRDi LS	117	10.6	34.1	10.3	9.6	2.5	113	188	28.6	39/49	1370	20.2.08
RIO 5dr hatch	***	**										
1.4i '2'	114	11.4	39.1	11.5	19.1	3.0	107	101	23.3	40/50	1155	14.9.11
OPTIMA 4dr sal	oon 🖈	**	**									
2 1.7 CRDi	125	10.5	35.4	10.4	10.6	3.2	134	239	31.9	41/46	1535	8.2.12
SPORTAGE 5dr	4x4 🕇	***	★☆									
2.0 CRDi F.E.	112	10.5	41.8	11.3	12.2	3.0	134	236	33.6	35/39	1635	11.8.10
SORENTO 5dr 4	x4 ★	**	44									
2.2 CRDi KX-4	128	9.3	28.6	9.4	*5.7	-	197	325	35.2	35/39	1953	8.4.15
I AND DO												_

ı	LAND RO											
_	DEFENDER 3/5	dr 4x	4**	**	☆							
2	90 XS 2.4D	83	15.1	-	17.0	15.5	3.5	121	265 26.2	19/28	1889	11.4.07
3												
	HSE Luxury	117	8.9	27.6	9.0	11.8	2.4	188	310 47.2	34/37	1863	18.3.15
В	DISCOVERY 5dr	4x4	**	**								
	TDV6 HSE	109	12.2	42.8	13.0	7.9	3.4	193	328 36.6	17/24	2718	16.11.04
4	RANGE ROVER!	5dr 4	(4 ★	***	rtr							
0	4.4 SDV8	135	7.0	19.0	6.7	*3.8	2.9	334	516 41.8	25/35	2625	12.12.12
_												
ı	2.2 DS4	121	8.4	30.8	9.5	*5.7	3.1	187	310 37.3	30/36	1815	13.7.11
_	RANGE ROVER	SPOR'	5dr	4x4 🖈	**	**						
0	3.0 TDV6											
	SVR	162	4.4	10.3	3.8	12.6	2.6	542	502 41.8	22/19	2335	15.4.15
9												

D Innut out the v																									
1.0T Ecoboost	117	11.6	39.0	11.1	11.0	2.8	118	147	23.6	35/41	1345	02.1.13	IS 4dr saloon	***	ķψ										
FIESTA 3/5dr ha	tch 🗲	**	**										IS300h	143	8.1	20.2	7.3	*4.3	2.7	220	163	-	39/48	1720	21.8.13
1.4 Zetec	109	11.9	43.4	11.9	21.8	2.7	95	94	21.9	34/41	1090	15.10.08	CT200H 5dr h	atch ★	**	* *									
ST-2	137	7.0	17.0	6.0	7.1	2.6	180	177	26.5	32/41	1163	15.5.13	SE-L	112	11.1	37.2	11.4	*7.0	2.7	13410	05/15	3 –	46/52	1450	23.3.11
FOCUS 5dr hatcl	1 **	**	☆										GS 4dr saloon	***	**										
1.5 TDCi Zetec	121	10.9	36.3	10.9	10.3	3.35	118	199	33.1	59/63	1343	28.1.15	GS250	144	9.2	26.0	9.0	16.2	2.9	207	187	34.4	26/32	1695	1.8.12
GRAND C-MAX 5	dr MF	٧ 🖈	**	th									NX 5dr 4x4 *	***	*										
2.0 TDCi T'ium	124	9.2	28.6	8.8	11.1	2.8	138	236	35.6	37/48	1705	17.11.10	300h	112	9.7	30.4	9.1	*5.6	2.7	194	na	-	32/38	1905	1.10.14

Make and Model Top speed 0-60mph 30-70mph 50-70mph Braking 60-0mph Power (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/fouring Weight (kg)	and Model Deed mph	30-70mph 50-70mph Braking 60-0mph Power (bhp)	Torque (lb/ft) Mph/1000rpm Mpg test/fouring Weight (kg)	Make and Model Top speed 0-60mph 0-100mph 30-70mph 50-70mph Power (bhp) Torque (lb/ft) Mph/1000rpm Mpg test/kouring Weight (kg)
The control of the co	Make Top sp	30-70mph 50-70mph Braking 60-	Torqu Mph// Mpg to Weigh	
RCF 2dr coupé ★★★☆ RCF 168 4.8 10.7 3.9 12.9 2.9 471 391 39 24/28 1765 18.2.15	NOTE 5dr hatch ★★★☆ 1.2 Acenta Prm 106 12.6 - PULSAR 5dr hatch ★★★☆	13.4 20.3 2.9 79	81 21.8 42/54 1036 9.10.1	SUBARU 3 XV5dr hatch ★★☆☆ 2.00 SE 120 8.9 29.1 9.5 10.1 2.7 145 258 34.7 39/51 1465 21.3.12
LOTUS ELISE 2dr roadster ** * * * * *	1.5 dCin-tec 118 10.9 35.5 JUKE 5dr hatch ★★★☆	10.8 13.1 2.9 108		4 FORESTER 3/5dr hatch ★★★☆☆ 2.0d XC 118 9.9 36.5 10.5 11.0 2.9 145 258 33.0 41/49 1540 5.6.13
1.6 127 6.7 21.1 7.1 14.3 2.9 134 118 24.7 39/42 900 26.5.10 EVORA 2dr coupé ★★★☆ Evora 2+2 162 5.4 13.0 4.7 8.2 2.3 276 258 27.8 24/33 1382 26.8.09	Nismo 1.6 134 6.9 17.2	9.9 12.7 3.0 115 6.0 7.2 2.5 197 6.0 9.0 3.2 215		3 STI Type UK 159 5.4 13.3 5.1 9.4 2.8 296 300 27.6 23/31 1534 25.6.14
Evora S 2+0 172 4.5 11.3 4.0 6.8 2.4 345 295 34.8 21/26 1430 30.3.11 EXIGE S 2dr coupé ★★★★★ Exige S 170 4.1 9.6 3.7 5.5 2.5 345 295 27 21/30 1176 3.4.13		11.4 7.3 2.8 107	207 8.76 320Wh/m 1545 27.4.1	SUZUKI ALTO 5dr hatch ★★★★☆ 1.0 \$23 96 11.5 - 12.9 20.7 2.8 67 66 21.9 50/69 885 224.09
MASERATI	1.5 dCi 2WD 113 10.8 39.2 X-TRAIL 5dr hatch ★★★☆			4 SWIFT 3/5dr hatch ★★★☆ 1.2 SZ4 103 11.6 37.2 11.1 18.7 3.0 93 87 21.5 43/47 1010 15.9.10
GRANTURISMO 2dr coupé ★★★★☆ 4.2 GT 177 5.6 13.0 4.9 *2.8 2.8 400 339 32.1 18/27 1975 22.08 GRANCABRIO 2dr open ★★★☆	370Z 2dr coupé ★★★★☆	11.7 11.2 3.0 128 4.7 9.9 2.4 326	236 32.8 42/48 1550 13.8.1 270 30.5 26/34 1508 29.7.0	1.0 SZ4 96 12.9 - 14.3 25.0 3.0 67 66 22.4 54/57 835 25.3.15
4.7 V8 175 5.1 11.9 4.5 11.2 2.4 433 362 32.1 17/22 2085 14.7.10 GHIBLI 4drsaloon ナスナ☆ Diesel 155 6.5 17.2 6.0 5.1 2.7 271 443 43.3 31/40 1835 12.3.14	GT-R 2dr coupé **** Black Edition 193 3.8 8.5	3.6 5.3 2.5 478	434 28.1 19/28 1775 6.5.0	1.6 DDIS SZ4 111 10.0 32.6 10.1 8.9 2.57 118 236 35.1 57/67 1290 30.10.13 9 VITARA 5dr hatch ★★★☆ 1.6 SZ5 112 9.5 29.8 9.5 15.5 - 118 115 24.3 49/47 1075 29.4.15
MAZDA	NOBLE M600 2dr coupé ★★★★			TESLA
2.5dr hatch ★★★★☆ 1.5 Sky'v-6 SE 114 10.4 38.0 7.0 20.2 3.1 89 109 27.9 51/55 1050 22.4.15 3.5dr hatch ★★★☆	M600 225 3.5 6.8 PEUGEOT	2.5 4.7 2.45 650	0 604 29.9 18/25 1305 14.10.0	9 MODEL S 5dr hatch * * * * * Performance 130 4.7 11.7 3.7 2.2 2.7 416 443 8.7 411Wh/m 2108 11.9.13
55dr MPV ★★★☆☆	208 3/5dr hatch ★★★☆☆ 1.2 VTI Active 109 14.2 - GTi 30th 143 6.5 16.1			
6 4dr saloon/5dr estate ★★★☆ 2.2 Sport Nav 139 7.9 21.2 7.1 7.9 2.7 173 309 35 44/56 1480 23.1.13	308 3/5dr hatch ★★★★☆	10.4 13.9 3.0 114		YARIS 5dr hatchback ★★★☆
CX-5 5dr hatch ★★★☆ 2.2 Sport Nav 126 9.4 28.0 9.1 9.7 2.3 148 280 34.9 24/55 1575 13.6.12	508 SW estate ★★★★☆ 2.0 HDi 163 138 9.6 28.6 2008 Mini SUV ★★★☆	9.7 5.8 2.57 161	255 32.3 32/46 1680 25.5.1	VERSO-5 5dr hatchback ★★★☆☆ 1.3 T Spirit 106 12.1 38.5 11.7 19.2 2.9 98 92 21.7 39/48 1125 9.3.11 6T86 3dr coupé ★★★★★
MCLAREN 650S 2dr coupé/roadster ***	1.6 e-HDi 117 10.7 37.8 3008 5dr hatch ★★★☆	11.5 11.8 3.2 114		3 2.0 manual 140 7.4 18.8 6.8 10.6 2.6 197 151 23.5 30/45 1235 4.7.12 AURIS 3/5dr hatch ★★★☆☆
3.8 V8 Spider 204 3.2 6.3 2.2 5.9 2.5 641 500 35.4 18/24 1468 30.7.13 P1 2dr coupé * * * * * * * * * P1 217 2.8 5.2 2.2 6.0 2.3 903 664 36.0 19.6/- 75.14	Sport HDi 150 121 9.4 29.1 Hybrid4 118 9.0 31.6 5008 5dr MPV ★★★☆			9 1.6T Spirit 117 9.9 30.7 9.4 13.4 2.7 122 116 20.0 30/37 1275 17.1.07 2 PRIUS 5dr hatch ★★★★★★★★★★★★ T Spirit 112 10.9 35.0 10.9 *6.6 2.9 98+80 105+153 - 48/56 1415 87.09
MERCEDES-AMG	1.6 HDi 110 114 13.0 22.0 RCZ 3dr coupé ★★★☆		192 28.1 20/48 1547 27.1.1 6 243 24.2 36/44 1355 17.2.1	0 RAV4 5dr 4x4 ★★★☆ D-4D140 XT3 111 10.3 38.0 10.9 12.5 3.2 134 228 - 32/42 1639 22.3.06
C63 dfr saloon ***** C63 155 4.4 9.7 3.4 7.5 2.7 469 479 38.1 19/25 1715 3.6.15	PORSCHE	5.5 5.6 5.0 200	5 243 24.2 36/44 1355 12.2.1	4.5 D-4D 130 8.6 27.5 9.1 *5.4 3.0 282 479 40.3 18/20 2880 30.1.08
MERCEDES-BENZ A-CLASS 5dr hatch ★★★★☆ A200 CDI Sport 130 8.9 28.3 9.0 10.1 2.5 134 221 37.1 48/58 1475 7.11.12		★★ 4.2 14.2 2.9 311	266 40.3 25/32 1420 27.6.1	VAUXHALL ADAM 5dr hatch ★★☆☆ 1.2 JamecoFLEX 103 14.3 − 15.3 20.8 2.8 68 85 21.8 39/45 1086 62.13
A45 AMG 168 4.2 11.5 4.3 4.5 2.8 355 322 38.1 27/37 1555 14.8.13 B-CLASS 5dr MPV ★★★☆	2.7 165 5.9 13.6 911 2dr coupé ★★★★		214 23.9 29/34 1385 24.4.1	3 VIVA 5dr hatch ★★★☆ 1.0 SE A/C 106 13.0 - 14.1 19.0 - 74 70 20.3 49/55 938 15.7.15
B200 CDI Sport130 9.4 28.8 9.6 11.9 2.7 134 221 37.8 20/52 1495 29.212 C-CLASS 4dr ★★★★ C63 AMG Black 186 4.0 9.2 3.3 7.5 2.66 510 457 37.2 15/25 1775 5.912	Turbo S 197 3.0 7.1	2.6 6.8 2.6 552	5 288 32.8 21/35 1445 7.3.1 2 553 37.9 20/31 1605 8.1.1 325 37.9 21/29 1578 18.6.1	4 1.4T SRi VX-Line 115 11.7 45.1 12.1 15.3 2.9 99 148 34.8 37/42 1176 19.11.14
NEW C-CLASS 4dr ★★★★☆ C220 Bluetec 145 8.1 22.9 8.1 11.7 2.8 168 295 42.4 41/51 1700 23.7.14	918 SPYDER 2dr coupé ★ ★ ★ ★ ★ 4.6 V8 214 2.6 5.3	★ 1.9 2.2 2.3 874	944 41.2 28/44 1740 22.10.1	MERIVA 5dr MPV ★★★☆ 4 1.4T 140 SE 122 9.4 28.3 8.7 13.1 2.6 138 148 25.5 31/37 1465 26.10
CLA 4dr coupé ★★★☆ 220 CDI Sport 143 8.3 23.1 8.0 4.8 2.9 168 258 37.3 44/54 1525 26.6.13 SLK 2dr cc ★★★☆	PANAMERA 5dr hatch ★★★☆☆ 4.8 Turbo 188 4.0 9.2 MACAN 5dr 4x4 ★★★★		567 45.0 20/28 2045 20.9.0	ASTRA 3/5dr hatch ★★★★☆ 9 GTC 1.6 Turbo 137 8.8 24.3 8.2 13.4 2.7 178 170 28.3 31/38 1465 23.11.11 2.0 VXR 155 6.4 16.5 6.0 7.0 2.8 276 295 27.6 27/33 1565 25.1.12
SLK 200 149 7.5 18.9 7.0 9.9 2.8 181 184 31.3 30/41 1485 27.7.11 E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★☆ E250 CDI auto 149 7.7 20.3 7.4 *4.4 2.9 201 367 34.8 36/42 1780 24.6.09	CAYENNE 5dr 4x4 ★★★☆		406 35.7 22/31 2000 4.6.1 324 37.8 26/29 2315 23.6.1	4 INSIGNIA 5dr hatch/estate ★★★★☆ 2.0 CDTi 160 135 9.1 25.3 8.4 10.3 2.7 158 258 36.1 19/44 1655 19.11.08 0 ZAFIRA TOURER 5dr ★★★☆ 0 ZAFIRA TOURER 5dr ★★★☆
E350 CDI estate149 6.9 19.2 6.9 *4.0 2.9 228 398 38.9 29/36 1995 17.2.10 E250 CGI cab 155 7.4 19.6 7.5 4.5 2.4 201 229 30.0 26/36 1745 14.4.10	RADICAL	0.0 3.0 2.3 314	324 31.0 20/27 2313 23.0.1	2.0 CDTi 165 129 10.4 36.8 10.2 14.3 3.2 163 258 37.7 38/46 1805 15.2.12 MOKKA Mini SUV ★★★☆
CLS 4dr coupé/5dr estate ★★★★☆ 350 BlueEff. 155 6.5 16.0 5.7 *3.3 2.5 302 273 37.6 29/38 1775 13.4.11 350 CDI S'Brake 155 7.0 18.5 6.4 *3.8 2.9 261 457 39.6 36/43 1980 91.13	SR3 SL 2dr ★★★☆ SR3 SL 161 3.4 8.4	3.7 4.8 2.7 245	5 265 24.9 14/- 765 30.11.1	1.4T 118 10.0 30.6 9.4 13.7 3.0 138 148 26.1 32/40 1350 28.11.12 1 VXR8 4dr saloon *** ** ** ** ** ** ** ** ** ** ** ** *
S-CLASS 4dr saloon/2dr coupé ★★★★ S350 Bluetec 155 7.3 19.0 6.8 *3.9 2.7 255 457 45.6 34/44 1975 16.10.13	RENAULT TWINGO 5dr hatch ★★★☆☆	404 204 20 40	(7. 20.0. 42/52.045.0010.1	VOLKSWAGEN
S63 AMG coupé 155 4.5 9.6 3.4 6.8 2.7 577 664 42.8 22/25 2070 3.12.14 GLA 5dr 4x4 ★★★☆ 220 CDI SE 134 8.1 23.8 7.8 4.7 2.65 168 258 36.4 40/48 1535 14.5.14	ZOE 5dr hatch ★★★☆☆		67 20.8 42/52 865 29.10.1 162 7.8 250Wh/m1468 31.7.1	4 UP 3dr hatch ★★★★☆ 1.0 High Up 106 13.8 - 14.7 18.6 2.8 74 70 20.5 44/59 945 7.12.11 3 POLO 3/5dr hatch ★★★★☆
M-CLASS 5dr 4x4 ★★★★☆ ML 250 130 8.8 28.4 9.3 11.0 2.9 201 368 36.2 38/41 2310 2.5.12 GL 5dr 4x4 ★★★☆	CLIO 5dr hatch ★★★☆ 0.9 TCE 113 13.4 - RS 200 Turbo 143 7.4 20.9	13.9 19.1 2.8 89	100 23.8 38/47 1009 6.3.1	1.2 TOPS SE 103 14.2 - 15.4 23 2.9 69 83 22.8 41/51 1075 23.909 3 1.4 TSI BlueGT 130 7.5 22.2 7.1 8.0 2.9 138 184 28.1 40/49 1212 13.213
GL350 AMG Spt 137 8.3 24.8 8.2 5.0* 2.6 255 457 37.7 28/33 2455 24.7.13 SL 2dr convertible ★★★☆☆	MEGANE 3/5dr hatch ★★★☆☆ 250 Cup 156 6.0 13.7	4.9 6.6 2.7 247	251 28.4 28/34 1320 13.1.1	GTI Perf. DSG 155 6.5 16.4 5.9 8.9 2.8 227 258 34.4 32/38 1402 10.7.13 0 2.0 TDI 134 9.6 27.6 8.6 11.7 2.9 148 236 37.4 44/56 1390 16.1.13
SL63 AMG 155 4.6 10.4 3.8 8.7 2.5 518 465 34.3 17/21 2000 7.5.08	275 Trophy-R 158 6.4 14.0 SCENIC 5dr MPV ★★★☆ Grand 1.4 TCe 121 11.0 34.8			e-Golf 87 10.5 - 11.0 7.0 2.7 113 199 7.6 244Wh/m1585 10.9.14
мс	ROLLS-ROYCE		1.0 22.1 25,00 1.01 1.0.10	GOLF CABRIOLET 2dr convertible ★★★☆ 1.6 TDI 117 12.2 44.6 12.8 13.2 2.7 103 184 32.6 47/57 1495 31.8.11
3 5dr hatch ★★★★☆ 1.5 3Form Spt 108 11.4 41.5 11.6 19.6 2.8 105 101 22.2 37/41 1150 25.12.13 6 5dr hatch ★★☆☆☆		5.3 *3.0 2.7 453	8 531 38.7 8/17 2485 2.4.0 8 531 38.7 7/18 2495 27.8.0	
1.8 T 120 8.8 25.8 9.2 11 2.8 158 159 28 29/37 1525 11.5.11	GHOST 4dr saloon ★★★☆ Ghost 155 4.9 10.6			PASSAT 4dr saloon/5dr estate ★ ★ ★ ★ ★ ★ 0 2.0 TDI 190 GT 144 8.7 23.6 8.1 13.1 3.2 187 295 37.9 45/52 1614 4.2.15
MINI 3dr hatch ★★★★ Cooper\$ 146 6.9 17.1 5.9 6.7 2.5 189 221 26.4 35/54 1235 24.14		4.5 *2.1 2.9 624	590 45.9 15/27 2435 21.5.1	TIGUAN 5dr 4x4 ★★★★☆ 2.0 TDI Sport 115 10.3 37.5 10.9 9.9 2.9 138 236 30.0 31/39 1755 28.11.07 TOUAREG 5dr 4x4 ★★★☆ TOUAREG 5dr 4x4 ★★★☆
JCWGP 150 6.6 14.9 5.2 5.6 2.4 215 192 23.6 34/45 1160 202.13 COUNTRYMAN 5dr hatch ★★★☆☆ Cooper D All4 115 11.1 - 11.5 16.1 2.6 110 199 34.8 39/43 1475 29.910	SEAT BIZA 3/5dr hatch ★★★☆ Cupra 1.4 TSI 140 7.0 19.6	63 *36 24 178	18.4 21.3 31/40 1172 21.100	3.0 V6TDISE 135 6.9 19.8 6.8 *3.9 2.7 236 406 38.5 32/37 2155 19.10 VOLVO
COUPÉ 2dr coupé ★★★☆ JCW 149 7.2 17.0 6.0 6.0 2.8 208 207 23.9 33/46 1230 26.10.11	LEÓN 3/5dr hatch ★★★★☆ SC 2.0 TDI FR 142 8.0 22.1	7.5 9.6 2.9 181	280 35.6 47/54 1350 4.9.1	V40 4dr hatch ★★★☆ 3 D3 SE Lux 130 8.9 26.6 8.7 10.2 2.8 148 258 36.5 46/52 1545 15.8.12
ROADSTER 2dr convertible ★★★☆☆ Cooper S 141 8.1 19.9 7.3 8.0 2.5 182 177 23.7 33/45 1260 9.5.12	Cupra SC 280 155 5.9 13.6 ALHAMBRA 5dr MPV ★★★☆ 2.0 TDI 170 DSG127 10.5 38.3			4 S60 4dr saloon ★★★☆ D4 SE Nav 143 7.6 20.4 6.9 9.2 3.0 179 295 39.4 46/59 1580 5.3.14 0 V60 5dr estate ★★★☆
MITSUBISHI ASS 5 or hatch ★★★★★ 1.0 Nin 2 124 100 200 101 9.4 2.9 149 221 20.4 40/57 1400 21710	SMART	2.0		D5 SE Lux 143 8.1 21.0 7.1 8.2 2.7 202 310 39.2 32/48 1700 8.12.10 Plug-in Hybrid 134 6.1 17.2 5.5 3.2 2.6 279 382 34.3 44/49 1955 1.5.13
1.8 DID 3 124 10.0 28.8 10.1 8.6 2.8 148 221 29.6 49/57 1490 21.7.10 OUTLANDER 5dr 4x4 ★★★☆☆ 2.2 DID 6x5 118 10.2 32.9 10.1 11.1 3.07 147 265 34.7 38/45 1675 27.3.13	Prime 96 11.2 -	11.4 12.3 3.2 89	97 22.3 -/- 880 4.3.1	3.2 SE Sport 141 8.5 21.7 7.7 *4.6 3.0 235 236 33.3 22/26 1615 18.10.06
PHEV GX4hs 106 10.0 30.5 9.5 6.2 3.0 200 245 - 44/38 1810 164.14 MORGAN	SKODA FABIA 5dr hatch ★★★☆ 1.2 TSI 90 SE-L 113 12.6 46	125 150 34 90	118 261 45/49 1100 2111	V70 5dr estate ★★★☆ 2.4 D5 138 8.9 24.1 8.2 9.8 2.8 182 295 35.6 32/39 1835 22.8.07
PLUS 8 2dr convertible ★★★☆ 4.8 V8 - 4.9 11.1 4.0 8.3 3.2 390 370 36.0 24/32 1230 22.8.12	OCTAVIA 4dr saloon/5dr estate ★ 1.6 TDI SE 121 11.6 43.0	** *	184 32.3 46/56 1230 10.4.1	D5 SE Lux 118 9.5 30.5 9.5 *5.8 2.9 182 295 33.6 17/36 1930 26.11.08 3 XC90 5dr 4x4 ★★★★☆
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The beginning of Brooklands 9 July 1907



illed as the motor racing equivalent of an Ascot horse race, the first meeting at the then-new Brooklands circuit in Surrey took place on 6 July 1907.

It wasn't the first action to which Hugh Locke King's new track had played host. A week before that first race, Selwyn Edge had used the circuit to set a new 24-hour distance record of 1581 miles and 1310 yards. That took place in front of few onlookers, but for the first full meeting a crowd of about 13,500 gathered.

"The quietude of the fir-clad slopes at Weybridge was disturbed on Saturday by the roar and rattle of open exhausts," wrote Autocar's sister publication, The Motor. "Great cars, belching forth clouds of smoke and handled by greasy drivers, lined up for inspection and were surrounded by fashionably attired ladies and gentlemen."

Six races of between 3.2 and 30.4 miles were run but "no times were recorded, and thus, in our opinion, the racing was robbed of much of its interest".

The prestigious Montagu Cup event was won by JE Hutton's Mercedes, but the fourth race, for the Byfleet Plate, was "the

'The sport inaugurated on Saturday may, quite possibly, catch on. The racing made a better impression on me than I had anticipated

most exciting race of the day", according to The Motor's scribe.

"C Jarrott's Lorraine-Dietrich went off in the lead and held it for the first round," he wrote. "During the second circuit the Napier of F Newton got on terms, and the two cars ran bonnet to bonnet for some time.

"Then the Dietrich gained again and the two cars entered the last round locked together, the Dietrich seeming to be slightly ahead. Thus they entered the finish straight and the rare sight of a magnificent tussle right to the tape was witnessed, the Napier sprinting up level and the two cars going over the line together, the verdict being a dead heat."

The Motor's correspondent was surprised at what he saw but had some observations that he hoped would be of use to the Brooklands organisers.

"The new sport inaugurated on Saturday may, quite possibly, catch on. I was extremely interested in the racing and it made a better impression on me than I had anticipated.

The meeting was a first effort, and it is safe to assume that, as the authorities settle down to their work, many improvements will be introduced. It would be idle to deny that the meeting did not reveal defects.

The failing of Saturday was that the cars were not sufficiently distinctive. The numbering of the competing cars was a mere haphazard device, numbers being put on anyhow and anywhere. For purposes of identification on cars travelling at high speeds, the numbers were quite useless.

"These defects are capable of easy remedy in most cases, and I recognised in all I saw at Brooklands the existence of a determined spirit that will remedy every defect as it becomes patent.'

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Single use, disposable breathalyser Suitable for use with all UK and Irish drink drive limits including the NEW Scottish limit





AlcoSense Lite Only £39.99

Reliable

Intermediate level sensor for good accuracy, blow tubes for improved sample quality.

Clear

Results in seconds. Alerts you when close to or over the drink drive limit.

Suitable for new Scottish limit.



AlcoSense Elite Only £59.99

Accurate

Premium semi-conductor sensor for high accuracy, blow tubes improve sample quality.

Consistent

Blow Pressure Sensor and self cleaning increases accuracy and consistency.

Clear & Future Proof

Results in seconds. Alerts you when close to or over the limit. Recalibratable for many years of

use. Suitable for new Scottish limit.



Available nationwide at Halfords & in selected Boots Stores. Find your local outlet at alcosense.co.uk/dealer-location/





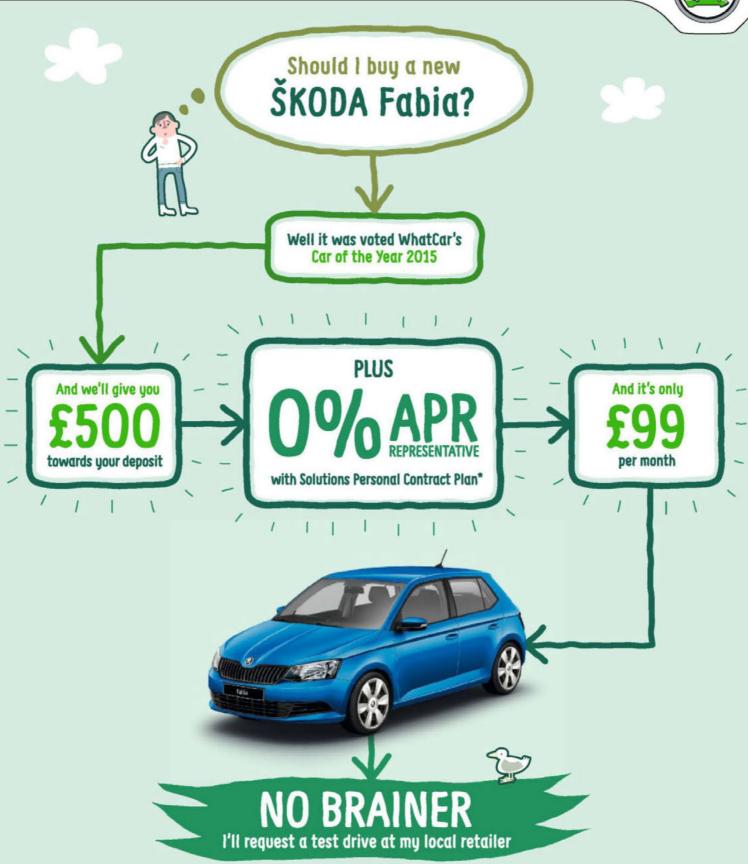
Order at www.alcosense.co.uk or call 0800 195 0088

^{** 17.1%} of drink drive accidents are between hours of Sam and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

^{* 4} Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes I hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.

ŠKODA SIMPLY CLEVER







skoda.co.uk/offers

*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle.

Available on Solutions Personal Contract Plan with deposits from 0–30%, deposit shown may be higher than the minimum; a lower deposit will result in increased monthly payments. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of 4.4p per mile apply. Offer available when ordered by 30th September 2015 from participating Retailers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [07/2015]. Freepost \$KoDA Financial Services. Model shown is \$KoDA Fabili Altaches 10.0 MPI 60PS with optional Race Blue Metallic at £535. Total OTR price is £11,35.

Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.